

COUNTY OF SAN LUIS OBISPO

THE LAND USE AND CIRCULATION ELEMENTS
OF THE SAN LUIS OBISPO COUNTY GENERAL PLAN

SAN LUIS BAY AREA PLAN INLAND

[Table of Contents](#)

ADOPTED BY
THE SAN LUIS OBISPO COUNTY BOARD OF SUPERVISORS
SEPTEMBER 22, 1980 - RESOLUTION 80-350

Revised January 1, 2003

COUNTY OF SAN LUIS OBISPO

Board of Supervisors

Harry Ovitt, District 1
Shirley Bianchi, District 2
Peg Pinard, District 3
Kahtchik “Katcho” Achadjian, District 4
Mike Ryan, District 5

Planning Commission

Bob Roos, District 1
Doreen Liberto-Blanck, District 2
Cynthia Boche, District 3
Ernie Melscheau, District 4
Wayne Cooper, District 5

Department of Planning and Building

Victor Holanda, AICP, Director
Pat Beck, Principal Planner
Warren Hoag, AICP, Principal Planner
Kami Griffin, Supervising Planner
John Kelly, Supervisor Mapping & Graphics

Cover Photograph

Linda Jones, Photographer

TABLE OF CONTENTS

<i>Chapter</i>	<i>Page</i>
1. INTRODUCTION	1-1
2. POPULATION AND ECONOMY	2-1
3. PUBLIC FACILITIES AND SERVICES	3-1
A. Special Districts	3-1
B. Utility Services	3-1
C. Emergency and Social Services	3-6
D. Planning Area Service Programs	3-8
4. CIRCULATION	4-1
A. Roads	4-1
B. Other Transportation Modes	4-4
C. Planning Area Circulation Programs	4-5
5. RESOURCE MANAGEMENT	5-1
A. Water Supply	5-4
B. Sewage Disposal	5-7
C. Schools	5-8
D. Roads/Circulation	5-11
6. LAND USE	6-1
A. Rural Area Land Use	6-1
B. Avila Beach Land Use	6-5
C. Pismo Beach Urban Area	6-9
D. Arroyo Grande	6-11
E. Grover Beach	6-15
F. Oceano Urban Area	6-15
G. Planning Area Land Use Programs	6-19
7. COMBINING DESIGNATIONS AND PROPOSED PUBLIC FACILITIES	7-1
A. Combining Designations	7-1
B. Proposed Public Facilities	7-3
C. Combining Designation and Proposed Public Facility Programs	7-4

<i>Table</i>	<i>Page</i>
A. POPULATION PROJECTIONS	2-3
B. ABSORPTION CAPACITY	2-3
C. SPECIAL DISTRICTS	3-3
D. LOPEZ WATER ENTITLEMENT & CONSUMPTION	3-4
E. RESOURCE SEVERITY LEVELS	5-1

MAPS

<u><i>Table</i></u>	<u><i>Page</i></u>
F. PROJECTED WASTEWATER FLOWS	5-8
G. ENROLLMENT PROJECTION & FACILITY CAPACITIES	5-10
H. LEVELS OF SEVERITY	5-11
I. LAND USE CATEGORY ACREAGES	6-3

<u><i>Figure</i></u>	<u><i>Page</i></u>
4-1 Squire Canyon Area	4-5

COUNTY OF SAN LUIS OBISPO

Amended

April 27, 1981	Ord. 2063
September 14, 1981	Ord. 2075
December 21, 1981	Ord. 2089
May 24, 1982	Ord. 2096
September 13, 1982	Ord. 2106
December 13, 1982	Ord. 2112
August 22, 1983	Ord. 2133
December 18, 1984	Ord. 2206
April 23, 1985	Ord. 2215
December 17, 1985	Ord. 2239
May 6, 1986	Ord. 2257
August 25, 1987	Ord. 2321
December 15, 1987	Ord. 2331
April 26, 1988	Ord. 2353
April 25, 1989	Ord. 2399
August 23, 1989	Ord. 2411
August 14, 1990	Ord. 2471
September 7, 1993	Ord. 2634
December 7, 1993	Ord. 2646
August 23, 1994	Ord. 2686
December 13, 1994	Ord. 2702
April 23, 1996	Ord. 2760
October 8, 1996	Ord. 2776
November 5, 2002	Ord. 2983

CHAPTER 1: INTRODUCTION

NOTE: THIS DOCUMENT DOES NOT APPLY TO THE COASTAL ZONE PORTION OF THE PLANNING AREA AND SHALL NOT BE USED FOR INFORMATION, ANALYSIS OR ANY DECISION REGARDING ANY ASPECT OF THE COASTAL ZONE. (AMENDED 1988, ORD. 2344)

In April, 1990, the Board of Supervisors approved revisions to the text and maps of this area plan to reflect new planning area boundaries established at that time. No substantive changes to the text or standards of this area plan were made, but references to areas within the coastal zone were deleted or revised accordingly.

This report describes county land use policies for the San Luis Bay Planning Area, including regulations which are also adopted as part of the Land Use Ordinance. This area plan allocates land use throughout the planning area by land use categories. The land use categories determine the varieties of land use that may be established on a parcel of land, as well as defining their allowable density and intensity. A list of allowable uses is in Article 2 of the Land Use Ordinance.

Specific development "standards" are included in Article 9 of the Land Use Ordinance (Chapter 22.106 - San Luis Bay Inland Planning Area) to address special problems and conditions in individual communities. These include standards for public services, circulation, and land use and provide criteria for detailed evaluation of development projects. The text of this report is for general planning guidance only and is not to be used as a basis for approval or disapproval of development or land division proposals. Careful reading of the standards in the Land Use Ordinance will assist creating projects that are consistent with adopted policies and regulations.

Proposed "programs" are also noted at the end of the chapters on public services (Chapter 3), circulation (Chapter 4), land use (Chapter 6), and combining designations (Chapter 7). Programs are non-mandatory actions recommended to be initiated by the communities through the county or other specified public agency, to work toward correcting local problems or conditions. They are also intended to support community objectives in implementing the general plan. Because many recommended programs involve public expenditures, their initiation will be dependent upon the availability of funding.

In addition to the land use categories and programs, one or more combining designations have been applied to specific areas. Combining designations identify potential natural hazards and locations of notable resources. The designations are shown on the maps at the end of this report.

This report also initiates the Resource Management System in this planning area. Three estimated population thresholds are provided for the levels of severity for the resources of water supply, sewage disposal, schools and roads.

The San Luis Bay Planning Area encompasses the south central coastal portion of the county, extending from and including most of Montana de Oro on the north to the Nipomo Mesa on the south, inland as far as Highway 227 and Orcutt Road northeast of Arroyo Grande. This includes the non-coastal zone portions of the "Five Cities" urban areas of Pismo Beach, Grover Beach, Arroyo Grande, Oceano and Halcyon, the urban area of Avila Beach outside of the coastal zone, as well as remaining agricultural and rural lands. The planning area encompasses 61,018 acres or 95 square miles and contains several distinct rural areas that are described in this report. These include See Canyon, Squire Canyon, the Irish Hills, Price Canyon, Arroyo Grande Valley, Cienega Valley, and Montana de Oro. In 1990, the planning area was expanded to include most of Montana de Oro State Park and an area to the east in the agriculture category.

Avila Beach Urban Area

The Avila Beach urban area includes an area bounded on the east by Highway 101, the city of Pismo Beach on the south, the coastal zone on the west and the Irish Hills to the north. It includes the Avila Valley area and most of the San Luis Bay Estates residential development. Development in outlying portions of the urban area could lead to substantial population increases that could alter the community character.

Pismo Beach Urban Area

The city of Pismo Beach occupies the narrow coastal band from Ontario Grade on the north to the cities of Grover Beach and Arroyo Grande on the south and east. The LUE covers only one area between the city limits and the urban reserve line; however, the land use categories shown within the city limits of Pismo Beach are also included to support understanding of relationships to surrounding land uses.

Pismo Beach has historically been oriented to recreation and tourism and is a desirable retirement area. It is expected that tourism will continue to be reinforced through long-range plans for development of coastal facilities. There have also been recent proposals for major development east of Highway 101 that would lead to substantial residential growth in Pismo Beach. The continued attraction of the community for retirement purposes could be substantially altered by rising housing costs and property values in the coastal communities.

Grover Beach Urban Area

Grover Beach is the second largest of the "Five Cities" communities and is bordered on the east by Arroyo Grande, on the north by Pismo Beach and on the south by the unincorporated community of Oceano. Since Grover Beach is bordered by incorporated cities on two boundaries, its only interaction with lands under county jurisdiction occurs at its interface with the community of Oceano. The Land Use Element is not applicable to lands within the urban reserve line for Grover Beach, which is coterminous with the existing city limits. The area and uses inside the city are discussed only as necessary to support understanding of the relationships to adjacent unincorporated lands in Oceano.

Future growth and development of Grover Beach is expected to be mainly in-fill. The only potential expansion would be southerly into Oceano and unless public opinion in both communities changes substantially, Grover Beach's expansion will be minimal.

Oceano Urban Area

The Oceano Urban Area is the unincorporated area lying south of the Pike and the cities of Grover Beach and Arroyo Grande. It extends east to Halcyon Road and is bordered on the south by Arroyo Grande Creek and on the west by the Coastal Zone, which is generally west of Highway 1. The urban area also includes the religious community of Halcyon. Oceano is expected to remain heavily dependent on the larger urban complex for commercial uses and employment opportunities. Much of Oceano is already subdivided into residential lots of various sizes. The community also has adequate existing water distribution and sewage collection systems serving the urban area, the most costly of urban services on the existing lots, as well as new subdivisions on some of the larger vacant parcels.

Each of the communities in the "Five Cities" area take pride in their individual identity and Oceano is no exception. For Oceano, this identity was probably given its most recognized form through a 1974 proposal to incorporate Oceano as a city separate from either Grover Beach or Arroyo Grande. This request was denied by LAFCO for several reasons, including a projected increase in tax rates for the new city's residents and the lack of an adequate tax base available to support the new city. The LAFCO study further concluded that the proponents of incorporation "work with either of the two adjacent cities toward annexation to one, or consolidation of the two cities with the Oceano community for local control and community benefit." This issue is still of great concern within the community and will remain a problem since LAFCO's state guidelines discourage formation of a new city against the boundaries of an existing city.

Arroyo Grande Urban Area

The city of Arroyo Grande is the largest of the "Five Cities" communities, and is bordered by Pismo Beach and Grover Beach on the west and northwest, and agricultural or rural residential lands on the north, east and south. The Arroyo Grande urban reserve line is coterminous with the existing city limits and also includes an island of unincorporated lands adjacent to El Camino Real, between Oak Park Boulevard and Brisco Road. It is surrounded by and essentially a part of the city. As with the other incorporated cities, the lands within the corporate limits of Arroyo Grande are discussed and mapped only as necessary for understanding of their relationships to surrounding uses.

The physical setting of Arroyo Grande has led to many controversies since there are substantial areas of "prime" (defined and mapped in the Arroyo Grande General Plan as Class I and Class II soils) agricultural land within the city limits and immediately adjacent to the city. The most important agricultural lands are on the valley floor adjacent to Arroyo Grande Creek where deep, fertile soils support row crops and orchards. There has been substantial controversy about whether these agricultural lands should be annexed to the city, but the general plan policy calls for directing development toward marginal agricultural areas and away from prime lands.

The Arroyo Grande city limits includes substantial areas intended for urban development that could add approximately 1,700 dwelling units to the city's housing stock. It is expected that Arroyo Grande will continue to grow as a residential community and most of the residents will travel to employment centers elsewhere in the region.

CHAPTER 2 POPULATION AND ECONOMY

The San Luis Bay Planning Area contains a major portion of the county population, approximately 43,250 (1989 estimate) persons or 20% of the countywide total. Growth within the planning area has been occurring slightly faster than the countywide average. The Pismo Beach/Avila Beach area (including areas within the coastal zone) increased in population by approximately 21.5% between 1970 and 1976; the Arroyo Grande-Grover Beach-Oceano area (including areas within the coastal zone) by approximately 29.5%. By comparison, county population increased approximately 25.4% during the same six year period.

The growth pattern has reflected the attractiveness of environment in coastal and adjacent rural areas, as well as the lower costs of obtaining housing than in the nearby San Luis Obispo area. The age structure for communities in the planning area indicate that the number of elderly persons is substantially above the countywide average of 12.3% thus indicating the desirability of the area for retirement.

Population growth is expected to slowly decline as county and state growth rates also decline. Area population is projected to approach 56,440 by the year 2000, increasing about 30% from the 1989 population in slightly over 10 years.

Table A contains population projections for the planning area, excerpted from countywide projections found in Framework for Planning. For comparison, Table B contains projected Absorption capacity, which is the potential planning area population resulting from unconstrained growth and fully-occupied development to the maximum permitted in each land use category. Framework for Planning offers a more detailed discussion of absorption capacity.

Avila Beach Urban Area

Developments proposed for outlying portions of the community could lead to a considerable population increase within the urban reserve line.

Pismo Beach Urban Area

The economy of the city of Pismo Beach is oriented to both the strong attraction of tourism/recreation activities and the desirability of the area as a place of retirement. It is anticipated that tourism will continue to be reinforced through long-range plans for development of coastal facilities, and that economic dependency on tourism will remain. The attraction of the community for retirement could be heavily affected by rising housing and property values.

The present population of Pismo Beach is approximately 5,116. Growth rate has been somewhat slower than the neighboring cities of Arroyo Grande and Grover Beach, but slightly higher than countywide growth rate. This trend is expected to continue for a while and then taper off as the countywide growth rate declines. Projected population, based on an analysis of past trends, is expected to reach 7,782 persons by the year 2000. This growth is expected to occur almost entirely within the existing city limits where urban services will be provided.

The attractiveness of Pismo Beach as a place for retirement is born out by the 1976 special census data indicating the median age of city residents to be 45 years, as compared to 30 years of age for the unincorporated portions of the county. The special census also indicated that the average household size has been declining from 2.3 persons in 1970 to 2.08 persons in 1974, again substantially less than for the unincorporated county at 2.7 persons per household. The age structure of Pismo Beach is similar to other retirement-oriented coastal communities, in that slightly more than 20% of the population is age 65 or over,

while a smaller than average proportion of the population, approximately 18% is under the age of 19. The median household income for city residents, according to the 1970 census, was \$8,443, as compared to \$8,738 for the county, and 18.8% of the city resident's had an income below the poverty level, compared to 15.5% countywide. These socio-economic characteristics are important in identifying the need and type of urban services to be provided in the future.

Arroyo Grande Urban Area

Arroyo Grande has experienced substantial residential growth in recent years. There are currently several large scale developments being proposed or processed that would add as many as 1,750 new dwelling units to the housing stock in the northerly part of the city, between the central business district and Oak Park Boulevard. This growth has been anticipated in Arroyo Grande's general plan (which has no estimated holding capacity of approximately 47,500 persons).

The fringe areas north and east of Arroyo Grande have also seen considerable growth in recent years with the creation of many rural residential homesites. Much of the total growth experienced in and around the city appears to be the result of a shift in the housing market from San Luis Obispo when the demand for housing could not be met due to underbuilding. This shift has also led to a much smaller vacancy factor in Arroyo Grande, recently estimated by the city to be approximately 1%.

The present population of Arroyo Grande is estimated to be 10,343 and has grown approximately 33% since 1970, more than any of the neighboring communities, and more than the countywide increase of 27.6% for the same time period. If this growth rate continues there would be approximately 13,000 residents by the year 1990. A 1972 water study prepared for Arroyo Grande estimated the population would reach at least 17,000 persons by the year 2000.

TABLE A POPULATION PROJECTIONS SAN LUIS BAY PLANNING AREA						
	*1980	*1985	1989	1990	1995	2000
Avila Beach ¹	396	419	644	654	687	713
Pismo Beach	5,341	5,999	7,566	7,992	9,153	9,982
Arroyo Grande	10,674	11,843	14,057	14,236	16,503	17,999
Grover Beach	8,534	9,510	11,471	11,403	12,901	14,071
Oceano ¹	4,126	4,657	5,297	5,595	6,486	7,249
Rural Area ¹	2,532	2,751	4,216	4,501	5,476	6,425
Total Planning Area ²	31,603	35,179	43,251	44,381	51,206	56,439
% of County	21.11	20.80	20.30	19.83	19.52	18.98
1 Excludes areas within the coastal zone.						
2 Includes city population within the coastal zone.						
* Figures are based on pre-1990 planning area boundaries.						

TABLE B
ABSORPTION CAPACITY¹
SAN LUIS BAY PLANNING AREA

Land Use Categories	Rural ²	Avila Beach	Ocean ³	Total
Agriculture	643	-	1	644
Rural Lands	748	2	-	750
Residential Rural	2,665	-	-	2,665
Residential Suburban	9,791	918	-	10,709
Residential Single-Family	402	-	5,445	6,185
Residential Multi-Family	907	-	16,335	19,266
MAXIMUM ABSORPTION CAP.	15,156	920	21,781	37,857
1989 Population ³	4,459	644	5,297	10,400
POTENTIAL ADDED POPULATION	10,697	276	16,484	27,457

Notes:

1. Theoretical maximum population at build-out, by land use category. Calculations are based on the following assumptions:
 - a) Minimum parcel size is 80 acres for Agriculture and Rural Lands, 5 acres for Residential Rural, 1 acre for Residential Suburban.
 - b) Density is 6 dwelling units per acre for Residential Single-Family and 26 per acre for Residential Multi-Family.
 - c) 2.685 persons per household.
2. Includes unincorporated areas within the Arroyo Grande and Pismo Beach urban reserve lines.
3. Uses 1979 estimated population for unincorporated area within the Arroyo Grande urban reserve line.

The 1976 special census showed Arroyo Grande to be a young community, with the median age being 31. Data also indicated average household size has been declining from 3.1 persons in 1970, to 2.8 persons in 1974, and recent city population studies indicate this has now dropped to 2.6 persons per dwelling unit. The age structure indicates the city to be less oriented to retirement age residents; 14% are age 65 or over while 33% are age 19 or under.

While jobs are available in Arroyo Grande, they constitute a small portion of employment opportunities within the county. There are no industrial concerns and the majority of local people are employed in retail commercial, professional, construction industries, and agriculture. The Arroyo Grande General Plan notes that an up-dated economic survey is needed; however it can generally be said that the city is residential in nature and its residents travel to employment centers elsewhere in the county.

The 1970 special census indicated the median household income to be \$10,060, substantially higher than the countywide median of \$8,738, and 8% of the households were below the then-defined poverty level. By 1976 the median income had risen to \$10,277. A further economic indicator of community growth has been the growth in Arroyo Grande's assessed value, nearly doubling between 1970 and 1976 to approximately \$20 million. During that same time period the city sales tax revenues more than doubled.

Grover Beach Urban Area

The economy of Grover Beach is directly affected by the recreation/tourism industry in the planning area since many of the visitors to Pismo State Beach come through Grover Beach. However, Grover Beach does not have many of the tourist-serving businesses (i.e., motels, RV parks, etc.) that are found in neighboring Pismo Beach. Grover Beach has been experiencing an increase in service commercial uses and small manufacturing firms.

The population of Grover Beach is relatively young, with the median age being 28 years according to the 1976 special census. The percentage of persons over 65 years of age, 14.5%, is also lower than the neighboring communities and lower than the countywide average. Approximately 33% of the resident population was under age 19 according to the 1974 special census, while the largest percentage of the population, 22%, was between the ages of 45 and 64. The family incomes were revealed to be quite low by the special census data; approximately 26% of the residents indicated earnings of \$2,000 to \$8,000 per year. Average household size was determined to be approximately 2.8 persons per household.

While the Land Use Element does not directly affect the residents of Grover Beach, the residents may affect land uses and facilities in the nearby unincorporated areas that are part of this plan. Many Grover Beach residents work and shop in areas outside of the city and these population and economic characteristics are important in identifying the need and type of services to be provided in the future.

Oceano Urban Area

The 1976 special census indicates population growth in Oceano from 2,564 people in 1970 to 3,434 people in 1976, is an increase of 33.9% (figures include areas within the coastal zone). This growth is expected to continue as already subdivided lots are build on and some new subdivisions are created. Based on an analysis of past trends, the projected population is 7,249 persons by the year 2000, compared to a 1989 population of 5,297.

An analysis of the special census data indicates that Oceano is attracting both the younger and older segments of the population. The data shows 31% of the population to be under 17 years of age and 13.0% of the residents are 65 or over, compared to 24.7% and 9.7% respectively for the unincorporated county. The young family orientation of the community is further reflected in the median age being 29 years. The average number of persons per household is 2.7 and has not been declining as rapidly as some other areas of the county.

The local economy is directly reflected in the median family income. It is \$7,166, as compared to \$11,262 for the unincorporated county. Over 57% of the households have incomes less than \$8,000 per year, as compared to approximately 35% for the unincorporated county. The opportunities for employment in Oceano are confined to the few retail establishments in the downtown area. Other employment opportunities are located in the coastal zone: the produce packing sheds and related industries and the beach resort commercial area. The majority of residents, approximately 40%, are employed in agriculture, a direct reflection of the local orientation to the intensive farming occurring throughout the Arroyo Grande Valley. These socio-economic characteristics are important in identifying the need and type of urban services to be provided in the future.

CHAPTER 3: PUBLIC FACILITIES AND SERVICES

Appropriate level of service for urban, suburban and rural areas are discussed in Framework for Planning. This chapter discusses service concerns that directly affect the San Luis Bay Planning Area, particularly their impact on unincorporated areas outside of city limits.

The incorporated cities of Pismo Beach, Grover Beach and Arroyo Grande are responsible for the administration and planning for all areas within their boundaries. The Land Use Element has been prepared to coincide with the policies of their general plans and the adopted city general plans have been generally reflected on the Land Use Element maps to ensure coordinated land use planning for both the surrounding urban/suburban fringe and the adjacent areas beyond the urban reserve lines.

A. SPECIAL DISTRICTS

In addition to the three incorporated cities that provide services to city residents there are eight special districts in the San Luis Bay Planning Area providing various services to both the cities and the unincorporated areas (see Table C).

In order to provide services in a more efficient manner, some district consolidations should be considered. Sanitation services for Arroyo Grande, Grover Beach and Oceano might be consolidated into one areawide sanitation district. Pismo Beach could also be considered for inclusion, since it is utilizing a portion of the regional treatment plant facilities.

As Avila Beach grows and its services become more clearly defined, a locally-governed community services district may be appropriate. This district could possibly include areas of the community now served by CSA #12, Avila Beach County Water District and the Avila Lighting District; as well as possibly including the private service providers such as Port San Luis Harbor District and Union Oil Company.

B. UTILITY SERVICES

Water Supply

Ensuring an adequate water supply is an important issue confronting the future development of the San Luis Bay Planning Area. Decisions involving the need and timing of supplemental water will have far-reaching implications for the entire planning area.

Groundwater

The northerly portion of the planning area contains a portion of the San Luis Obispo Creek groundwater basin, which has an estimated total annual safe/yield of 2,550 acre-feet per year. Most of the groundwater basin lies within the San Luis Obispo Planning Area and agricultural uses consume the majority of the available water. The basin appears to be overdrafted and the urban users that rely on the basin will be facing a potential water shortage in the near future. In order for agriculture to remain viable in the two planning areas that draw on the basin, and in order for urban development to proceed in an orderly fashion, a groundwater basin study should be initiated to determine the basin characteristics and limitations. A supplemental water supply should be sought for the urban uses.

The planning area also contains two other groundwater basins, Pismo and Arroyo Grande. The Pismo Basin is relatively small with a total storage capacity of 30,000 acre-feet. The estimated annual safe/yield is 2,000 acre-feet per year, but annual consumptive use has been over 2,100 acre-feet, indicating basin is slightly over-drafted.

The Arroyo Grande groundwater basin is much larger and underlies portions of the San Luis Bay and South County Planning Areas. The basin is divided into 3 sub-units: the Tri-Cities Mesa; the Arroyo Grande Plain; and the Nipomo Mesa. There is also an off-shore aquifer extending westerly from the basin.

The Tri-Cities Mesa and Arroyo Grande Plain sub-units most directly relate to the San Luis Bay Planning Area. These sub-units are generally westerly of Highway 101 and extend from Pismo Beach to the Nipomo Mesa. Groundwater levels in this area have risen over the past several years since the urban areas began using Lopez water to meet their needs. At present, agriculture is the primary user of the groundwater. However, the State Department of Water Resources (DWR) in their July 1979 report on the Arroyo Grande Basin, notes that groundwater levels can be expected to decline as the urban areas begin using the groundwater to meet their needs. This will be necessary since the Lopez water allotments will not be sufficient to meet the expanding urban needs, which DWR projects to almost double by the year 2000. The cities of Arroyo Grande, Pismo Beach and Grover Beach and Oceano Community Services District all have wells which are drawing water from the groundwater basin, or have drawn from it in the past.

The mineral content of the Arroyo Grande Plain - Tri-Cities Mesa area is generally suitable for domestic and agricultural uses. However, nitrate concentrations in this area occasionally exceed acceptable limits, so the groundwater meets the standards of the State Department of Health Services only part of the time. The water quality in the area could also be effected by sea water intrusion if the onshore groundwater is consumed at a rate sufficient to allow the off-shore water to move inland. Detecting and correcting problems of sea water intrusion could prove very costly.

TABLE C SPECIAL DISTRICTS SAN LUIS BAY PLANNING AREA		
County Service Area #12	Port San Luis Harbor west of Avila Beach, area east of Avila townsite including Ontario Ridge, Avila Valley, and Squire Canyon area.	Acquisition and distribution of Lopez Reservoir water
Oceano Community Service District	Oceano and Halcyon	Sewage collection, water fire and street lighting
South SLO Co. Sanitation District	Arroyo Grande, Oceano Halcyon, Grover Beach	Sewage treatment and disposal
Port San Luis Harbor District	Entire South County from Cuesta Grade to Santa Maria River	Development, maintenance and operations of harbor piers, and facilities
Arroyo Grande Public Cemetery District	Arroyo Grande and outlying area	Full cemetery services
Coastal San Luis Resource Conservation District	Extends from southern Arroyo Grande through Pismo Beach, San Luis Obispo, Morro Bay, and Cayucos to join the Las Tablas Resource Conservation District	Prevention of soil erosion, agriculture education, water conservation

Lopez Water

Water from Lopez Reservoir provides most of the domestic water consumed in the planning area. Total water allotment available for urban uses is 4,530 acre feet per year. Table D summarizes the entitlements and the amount of water consumed during the fiscal year 1978-79. In addition to these entitlements, 4,200 acre-feet is released to Arroyo Grande Creek for downstream agricultural uses.

TABLE D		
LOPEZ WATER ENTITLEMENT AND CONSUMPTION		
AGENCY	ENTITLEMENT (acre ft/yr)	1978-79 CONSUMPTION (acre-feet)
City of Arroyo Grande	2,290	1,866
City of Grover Beach	800	912 ¹
City of Pismo Beach	886	1,055 ²
County Service Area #12 ⁴ (Avila Beach)	186	52
County Service Area #13 ⁴ (Oceano)	303	368 ³
Avila Beach Co. Water ⁵ District	65	55
TOTAL	4,530	4,308

Notes:

1. Grover Beach consumes additional water from the groundwater basin via city wells.
2. Pismo Beach purchased additional Lopez Water from CSA #12.
3. CSA #13 consumed additional water from the groundwater basin from district wells.
4. Partially within the coastal zone.
5. Entirely within the coastal zone.

Source: San Luis Obispo County Public Works

Sewage Disposal

Each incorporated city has sewage collection and treatment facilities available, as does Oceano. The remaining portions of the planning area are serviced by septic tank systems. These suburban and rural areas should remain at densities that will permit the continued safe use of septic tank systems. This will be particularly important in the Arroyo Grande fringe area where soil types and/or slopes can be marginal for septic use.

The South San Luis Obispo County Sanitation District treatment plant treats wastewater from Grover Beach, Arroyo Grande and Oceano. The two incorporated cities (Grover Beach and Arroyo Grande) own their own sewage collection systems that transport the wastewater to the district plant for treatment and disposal via an ocean outfall. The plant capacity will need to be expanded to handle the increased development in the service area. Plant modifications are currently underway to improve the quality of the treatment process. Work is also underway to repair previous storm damage to the ocean outfall and to extend the outfall further off the shoreline. Pismo Beach has recently decided to utilize the district's outfall line for disposal of treated effluent from the Pismo Beach sewage treatment plant, rather than build a new ocean outfall from the city plant. With this increased quantity of effluent, the capacity of the outfall line will need to be expanded to handle future increased flows.

Pismo Beach sewage treatment plant has a percent capacity of 1.2 million gallons per day. The city is also evaluating future improvements to the plant to increase its capacity to accommodate anticipated growth. The city

will also be using the South San Luis Obispo County Sanitation District treatment plant for wastewater disposal through the district's outfall line.

The San Luis Obispo City Sewage Treatment Plant discharges treated effluent into San Luis Obispo Creek. These waters are used downstream in Avila Valley for irrigation. Proposed improvements to the treatment plant will ensure that the effluent will meet water quality standards established by the Regional Water Quality Control Board.

Solid Waste Disposal

Solid waste collection is provided by private companies, with mandatory garbage pick-up in Pismo Beach, Grover Beach and Arroyo Grande. Oceano has garbage pick-up available on a voluntary basis. The rural portions of the planning area rely on individual disposal. The Cold Canyon landfill site, located to the northeast of this planning area adjacent to Highway 227, is projected to have adequate capacity until approximately the year 1985, and alternative estimates indicate it may not reach capacity until as late as the year 2007. The Los Osos/Turri Road landfill serves as a secondary site.

Drainage

Floodplains in the planning area have been influenced by land use changes. Development has increased run-off, and flow obstructions such as bridges and culverts cross the streams in areas not designed to take increased flows.

Non-structural measures that are compatible with the National Flood Insurance Program provide interim floodplain management techniques until structural solutions are implemented. Non-structural solutions proposed in the master plan include the availability of subsidized flood insurance for existing structures in the floodplain, as well as the enforcement of land use controls for new construction. The Flood Hazard combining designation indicates the areas within the 100-year floodplain for which the Land Use Ordinance has applicable standards to provide non-structural controls. The Land Use Element designation of low density rural uses in those areas provides opportunities to locate permitted development away from areas of heavy flooding. An integral part of flood control also includes the continuation of the stream bed maintenance programs in Zone 9.

The Arroyo Grande "fringe" area is very susceptible to erosion problems. The resulting sedimentation has led to down-stream problems, particularly Arroyo Grande, will provide a variety of county and public services and activities at a single regional center for the "South County Area".

C. EMERGENCY AND SOCIAL SERVICES

Each of the incorporated cities provide police and fire protection, library facilities and various human services to their city residents. In addition, the proposed South County Citizens Center, to be located in Arroyo Grande, will provide a variety of county and public services and activities at a single regional center for the "South County Area."

Police Service

Pismo Beach, Arroyo Grande and Grover Beach provide police services within each of their corporate limits. Avila Beach, Oceano and the rural portions of the planning area are serviced by the San Luis Obispo County Sheriff and the California Highway Patrol. The South County Sheriff's Substation, located in Oceano, services the entire planning area and all the rest of the South County. Since the area is large, the response time in outlying areas can be quite long. Regional police service should eventually be headquartered in the South County Citizens Center in Arroyo Grande.

Fire Protection

Pismo Beach, Arroyo Grande and Grover Beach provide fire protection services within their respective corporate limits. The rural portions of the planning area rely on fire protection from the California Division of Forestry (CDF) stations located in either San Luis Obispo or Nipomo. Response times from the CDF station at the San Luis Obispo County Airport are from 0 to 7-1/2 minutes for an area along the northerly half of Price Canyon Road, a small area around the intersection of Noyes Road and Highway 227, and a corridor along Highway 101 south to about Castro Canyon.

A recently established volunteer fire company in Avila Valley provides fire protection service to Avila Valley, See, Squire, Price and Sycamore Canyons, north to the San Luis Obispo city limits, and the Diablo Canyons, north to the San Luis Obispo city limits, and the Diablo Canyon power plant, also utilizing an all volunteer force. The Oceano Community Services District has a volunteer force and provides services to the Oceano community, including Halcyon, from a station located at Paso Robles and 13th Street.

The Arroyo Grande fringe area is within a 7-1/2 to 15 minute response time from either San Luis Obispo or Nipomo stations. The remaining portions of the planning area have response times of 15 minutes or greater. Some of the more remote portions of the Irish Hills and Indian Knob area have response times in excess of 15 minutes.

In the case of structure fires, a response time greater than 15 minutes leaves little possibility of saving the structure. Response times of 60 minutes or greater could mean fires approaching disaster levels in the steep, chaparral covered remote areas. The U.S. Forest Service is available to back-up CDF capabilities with air tanks and a helicopter with fire crew. For structure fires CDF has mutual aid agreements with all fire protection agencies in the county.

Emergency Medical Services

Hospital services are available at the Arroyo Grande Community Hospital. The hospital does not presently have capabilities for dealing with nuclear accidents. Ambulance service for area residents is provided by several companies operating in the Arroyo Grande area. In addition, the northerly portions of the planning area are served by ambulance companies located in San Luis Obispo.

Human Services

Offices providing human services (i.e., counseling, mental health, welfare, family planning) are found at various locations in the planning area, as well as in San Luis Obispo. Offices may also be provided in future phases of the South County Citizens Center in Arroyo Grande.

Library Services

The South County Citizens Center provides library facilities for the planning area. There is also a branch county library in Pismo Beach and bookmobile service is provided to each community in the planning area.

Schools

The northerly portion of the planning area is within the San Luis Coastal Unified School District, while the remainder of the area is in the Lucia Mar Unified School District. All of the existing schools are located in the urban areas and there are no new schools proposed for the rural portions of the planning area. The Lucia Mar District has been experiencing over-crowding in some facilities and this is discussed further in Chapter 5, Resource Management.

Government Services

The South County Center (a regional facility) is located along the extension of Branch Street parallel to Highway 101 in Arroyo Grande. The facility is intended to be constructed in phases. Phase I as completed includes a regional library, a community center and a county road maintenance yard. Future phases could include such facilities as a sheriff's substation, municipal courts, social services department, probation department, county offices and a clinic. The decision about which services and facilities will be built in future phases will be reviewed and coordinated through the on-going county capital improvement program.

D. PLANNING AREA SERVICE PROGRAMS

"Programs" are non-mandatory actions or policies recommended by the Land Use Element to achieve community or areawide objectives identified in this area plan. The implementation of each LUE program is the responsibility of the community, through the county or other public agency identified in the program itself. Because programs (some of which include special studies) are recommended actions rather than mandatory requirements, implementation of any program should be based on consideration of community needs and substantial community support for the program and its related cost.

The following public service programs are grouped under headings that identify the service they each address.

Drainage

1. **Erosion/Sedimentation Control.** The county Public Works Department should work with monitoring agencies (the Regional Water Quality Control Board, Department of Fish and Game, Soil Conservation Service, and Resource Conservation Districts) and the cities of Pismo Beach, Grover Beach and Arroyo Grande to prepare an erosion/sedimentation study of the Arroyo Grande fringe area. The study should explore possible standards for existing and proposed development. The study should also include recommendations for changes in the LUE to support program implementation.
2. **Public Information.** The county Public Works and Planning Departments, Soil Conservation Service, resource conservation district, and the cities of Arroyo Grande, Pismo Beach and Grover Beach should work together to develop a public information program to inform residents of the Arroyo Grande fringe area of techniques to minimize site disruption associated with keeping hoofed animals, and methods for reducing erosion and siltation resulting from keeping animals.
3. **Runoff Monitoring.** The county Public Works Department should work with the cities of Arroyo Grande and Pismo Beach to monitor the effects of land development on downstream runoff within the Pismo Creek drainage.
4. **Zone 9 Master Plan.** The San Luis Obispo County Flood Control and Water Conservation District should implement the master plan for Zone 9 of the district.

Sewage Disposal

5. **Effluent Recycling.** Agencies planning expansion of treatment facilities should pursue re-use of treated effluent rather than continuing use of ocean outfalls.

Special Districts

6. **Community Services District - Avila Beach.** As Avila Beach grows, the community and LAFCO should consider consolidating services into a community services district, including services now provided by CSA #12, Avila Beach County Water District and the Avila Beach Lighting District. The CSD should include all lands within the urban reserve line, with provision of services based on "zones of benefit" so that service costs are borne by users.
7. **Sewage Disposal Agency Consolidation.** The county, the South San Luis Obispo County Sanitation District, and the cities of Pismo Beach, Arroyo Grande, and Grover Beach should jointly evaluate the feasibility of consolidating their sewage services into a single district using the existing South San Luis Obispo County Sanitation District treatment facilities.

CHAPTER 4: CIRCULATION

The circulation system is planned to accommodate anticipated traffic along existing roads and new routes as future development warrants construction. The level of service of several roadways will be affected by expected residential expansion in Pismo Beach and Arroyo Grande, which will create needs for road improvements and alternative transportation. Increased tourist traffic further burdens the circulation system. This text recommends the construction of sufficient access to new development projects, as well as provisions for upgrading existing routes. Transportation in the planning area will likely continue to be automobile-based, but alternative components of the circulation system such as transit, bikeways and air traffic will be important components of the area-wide circulation system.

A. ROADS

U.S. 101, state Highways 1 and 227 are major regional arteries providing access to and through the planning area. As residential growth and development occurs in the urban areas these roads are expected to be impacted with additional traffic. Much of the development proposed in the cities of Pismo Beach and Arroyo Grande will have direct and substantial impacts on U.S. 101 since this highway is the main link to the employment centers.

Highway 1 experiences heavy tourist/recreation traffic and this is expected to increase as tourist facilities are expanded in the coastal area. Improvements to Highway 1 will be necessary to accommodate the increased traffic.

The Land Use Element maps show functional classifications of major existing and proposed roads. Improvements will be required with proposed land divisions by the county Real Property Division Ordinance and planning area standards.

The following is a listing of the major proposals for the road system. These and other improvements are shown on the plan map; the listed order does not imply any priority.

Principal Arterial

U.S. Highway 101 - This route should be maintained as a principal arterial and be the subject of a corridor study for designation as a scenic highway. A deficiency analysis has shown that the level of service for the highway will be in the marginal category by 1995, from Santa Margarita to Arroyo Grande. One critical area is in the vicinity of the Five Cities area. It is also recommended that a separate frontage road be constructed linking central Pismo Beach to the Five Cities Shopping Center by extending Price Street south to Five Cities Drive, thus keeping local traffic off the freeway entirely. Cal-Trans is preparing special studies to develop an improvement plan for the highway.

Arterials

State Highway 227 - This route should be reconstructed to modern standards between Arroyo Grande and the town of Edna (located in the San Luis Obispo Planning Area to the north). Improvements should consist of two lanes of improved alignment and should occur within the existing right-of-way wherever possible. As a long-term proposal, Highway 227 should also be extended southerly of its present junction with the Branch Street shopping area in Arroyo Grande. The extension should then continue southwesterly to an interchange at U.S. Highway 101 in the vicinity of the present Traffic Way interchange, then continue west of the freeway to eventually connect into Valley Road. At the present time there have been no definitive routing studies prepared and no precise alignment selected, so the route designated on the plan map is a schematic location only.

State Highway One - Improve to urban arterial (undivided) standards from just south of the Pismo Beach CBD, through Grover Beach and Oceano, to the intersection of Valley Road. This improvement will provide for better

traffic movement between communities and the major beach recreational areas. Include street landscaping and provide a bicycle lane.

Collectors

Several roads shown as existing collectors are being used for this purpose but, in fact, are not adequately improved to county standards for a collector road. These conditions need to be corrected in addition to the proposed realignments and extensions shown on the plan map. The collector roads that occur within urban areas are discussed elsewhere within the appropriate portion of this text.

See Canyon Road - Widen the travelled way where necessary to provide a safe width, but contain the improvements within the existing right-of-way.

Huasna Road - Improve to rural collector standards with asphalt paving from the Arroyo Grande city limits to the intersection of Ormonde Road.

Oak Park Road - Improve to rural collector standards with asphalt paving from the Arroyo Grande city limits to the intersection of Ormonde Road.

Noyes Road - Improve to suburban collector standards from Oak Park Road to Phillips Road, and to rural collector standards with asphalt paving from Phillips Road to Highway 227.

Ormonde Road - Improve to rural collector standards with asphalt paving between Oak Park and Noyes Roads.

Corbett Canyon Road - Improve to at least rural collector standards with asphalt paving from Deer Canyon Road to the northerly limits of the "fringe" area, and to suburban collector standards from Deer Canyon Road to the city limits.

Verde Canyon Road - Extend to intersect with Highway 227 and improve to rural collector standards.

Deer Canyon Road - Extend to intersect with Verde Canyon Road and improve to rural collector standards.

Stage Coach Road - Improve to suburban collector standards between the Arroyo Grande city limits and Lopez Drive.

Chase Road - Improve to rural collector standards between Corbett Canyon and Corralitos Canyon Roads.

Erhart Road - Improve to rural collector standards and construct a connection north to Vetter Lane.

Vetter Lane - Improve to rural collector standards and construct a connection south to Erhart Road.

Printz Road - Improve to suburban collector standards.

The Pike - Improve to urban collector standards, including bikeways. Initiate a street tree program. Extend the road westerly from 13th Street to intersect Pismo Road. There is to be no access from the Commercial Service area along the south side of the extension.

Farrol Road, 13th Street, 22nd Street, Paso Robles Street - Improve to urban collector standards. Initiate a street tree program and provide bikeways.

South Elm Street - Extend from the Arroyo Grande city limits to Highway 1 and improve to urban collector standards. Provide bikeways and initiate a street tree program.

Halcyon Road - Improve to urban collector standards from the existing Arroyo Grande city limits to the southerly limit of the proposed Arroyo Grande urban reserve line; improve the remainder of the road, to Highway 1, to suburban collector standards.

Front Street - Improve to urban collector standards from Highway 1 to the Grover Beach city limits.

Local Streets

Oceano

The poor condition of streets in Oceano is one of the main community problems. Broken pavement, lack of paving in some areas, and a lack of curbs, gutters and sidewalks inconveniences residents and contribute to an overall poor appearance. Future off-street parking needs to be provided in the CBD. Traffic and pedestrian safety problems needing attention include correction of poor sight distances at some intersections, inadequate traffic regulation devices, lack of marked crosswalks and inadequate traffic enforcement.

Squire Canyon

The local road system in Squire Canyon is marginal. Various improvements have been made to Squire Canyon Road and Indian Knob Road, but neither road meets county standards. There is also no emergency access out of the area. It is recommended that rights-of-way be secured for construction of emergency access roads at the east end of Squire Canyon as shown in Figure 4-1.

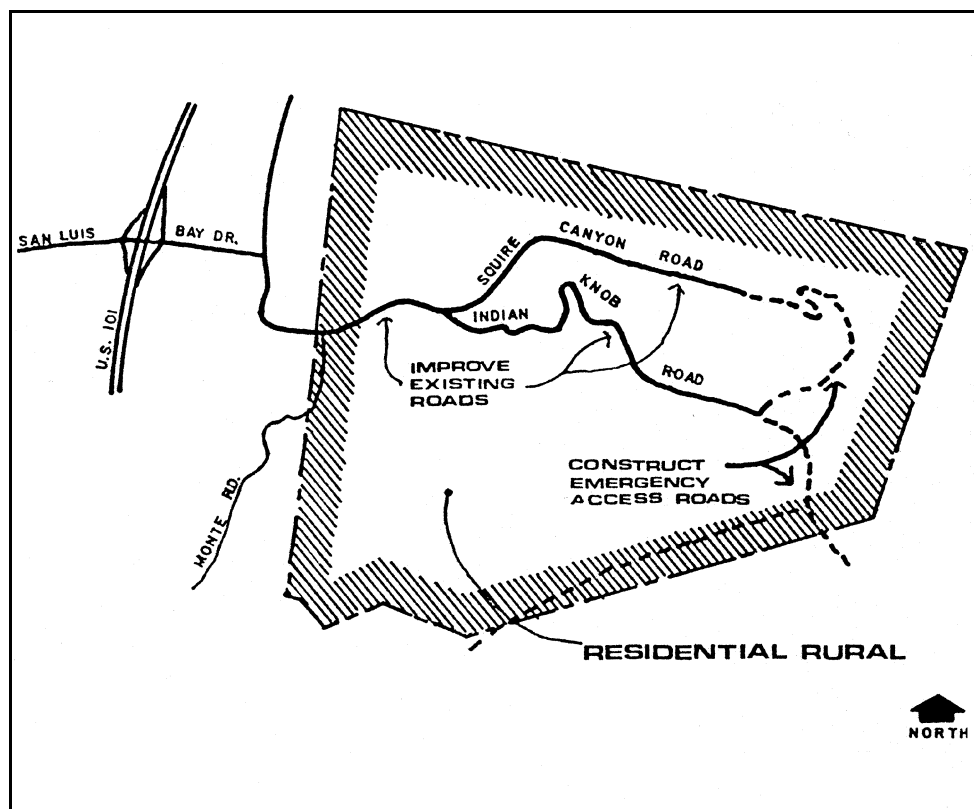


Figure 1-1: Squire Canyon Area Proposed Emergency Access

B. OTHER TRANSPORTATION MODES

Transit

The cities of Pismo Beach, Arroyo Grande and Grover Beach have entered into a joint powers agreement with the county to form the South County Areas Transit (SCAT). The operable system is a fixed-route bus system that provides intercommunity transit service.

The Greyhound Bus Company presently provides several trips each day to San Luis Obispo and the South County area Transit system is scheduled to provide connection to the Greyhound system. For now this provides the intercommunity transit system for the entire South County area. As transit needs are further defined and funding sources can be made available to meet transit needs, consideration should be given to expansion.

Bikeways

Several roadways in the county should be improved to include Class II bike lanes as part of future improvement projects. A Class II bike lane is located within the right-of-way of the road at the edge of the vehicle lanes and the recommended width is 5 to 6 feet. On arterial highways bicycles should be separated as far as possible from motor vehicle traffic. Bike lanes as wide as 8 feet, or separated Class I bikeways, are needed on such roadways as: San Luis Bay Drive and along Highway 1 from Pismo Beach through Oceano. Class II or III bikeways are recommended on: Price Canyon Road; Lopez Drive; Highway 227; Los Berros Road; and on Highway 1 from Oceano on to the Nipomo Mesa.

Rail

Passenger service is provided in San Luis Obispo by Southern Pacific Railroad under contract to AMTRAK. Southern Pacific does not maintain a freight depot within the planning area; however, arrangements can be made for carload operations at a privately-owned spur in Pismo Beach and other locations in the central and north county. It is expected that further use of the railroad will be for industrial uses that may develop along the railroad right-of-way, or possible spur track service for future development.

C. PLANNING AREA CIRCULATION PROGRAMS

"Programs" are non-mandatory actions or policies recommended by the Land Use Element to achieve community or areawide objectives identified in this area plan. The implementation of each LUE program is the responsibility of the community, through the county or other public agency identified in the program itself. Because programs (some of which include special studies) are recommended actions rather than mandatory requirements, implementation of any program should be based on consideration of community needs and substantial community support for the program and its related cost.

The following circulation programs are grouped under headings to indicate where in the planning area they each apply.

Areawide

1. **Bikeways.** The County Public Works Department should work with the state Department of Transportation where necessary to develop Class I bikeways on San Luis Bay Drive and along Highway 1 in Oceano, and Class II bikeways on Price Canyon Road, Lopez Drive, Highway 227, Los Berros Road, and Highway 1 from Oceano to the Nipomo Mesa.
2. **Trails.** In areas where there is interest in establishing equestrian trails, the county should work with equestrian groups, property owners, and agriculturalists to determine if rights-of-way may be secured to serve this need while respecting adjacent uses and ownership.

Arroyo Grande Fringe

3. **Road Improvements.** The County Public Works Department should work with property owners to acquire necessary rights-of-way and construct adequate road improvements through the creation of assessment districts, or through state and federal grant funds.

Avila Beach

4. **Avila Valley Transportation System Management (TSM) and Demand Management (TDM) Programs.** The county should pursue TSM and TDM programs to increase capacity and reduce traffic volume on Avila Beach Drive, including
 - a) Public transit system improvements;
 - b) Parking management;
 - c) Intercept parking and shuttle service; and
 - d) Establishment of bicycle routes.

[Amended 1994, Ord. 2702]

5. **Resource Capacity - Avila Beach Drive.** When annual traffic counts indicate that remaining excess capacity has declined to 25 percent of the LOS "C" range, the Board of Supervisors should be notified according to the procedures of the Resource Management System, and be asked to consider the allocation of the remaining capacity among coastal-dependent, coastal-related and other development. (Coastal-dependent and coastal-related uses are defined the San Luis Bay Area Plan (Coastal), Avila Beach Urban Area Standards, Public Facilities land use category.)

[Amended 1994, Ord. 2702]

6. **Pedestrian and Bicycle Paths.** The county should work with the Port San Luis Harbor District and other property owners to provide pedestrian and bicycle paths connecting harbor recreation facilities with Avila Beach, the San Luis Bay Club and Avila Valley.
7. **Street Improvement Assessment Districts.** The County Public Works Department should work with residents and property owners in the formation of assessment districts to improve local streets to acceptable county standards.

Oceano

8. **Road Plan Lines.** The County Public Works Department should establish plan lines for all streets proposed for widening and extension.

Squire Canyon

9. **Emergency Access.** The County Public Works Department should work with property owners to acquire rights-of-way and construct emergency access roads from the easterly ends of Squire Canyon and Indian Knob roads.
10. **Road Improvements.** Improvement of local roads should occur through establishment of an assessment district or through formation of a community services district.

CHAPTER 5: RESOURCE MANAGEMENT

The primary purpose of the Resource Management System is to provide an alert process for timely identification of potential resource deficiencies. Sufficient lead time can then be provided to allow for correcting or avoiding a problem without the necessity of resorting to development moratoria or other severe growth restrictions. This chapter initiates the RMS by summarizing assessments of the major resources of water supply, sewage disposal, schools, and road capacity. In conjunction with those assessment, population thresholds have been estimated for three levels of severity for each resources. Since population thresholds are estimates, however, changes in population growth, resource consumption or other factors may change the estimated thresholds. Data developed for this report will be reviewed and up-dated annually as part of the general plan review process.

The resources that appear to be experiencing deficiencies are summarized in Table E below. Verification of the level of severity will occur after public hearings and Board of Supervisors action to certify the documentation on which these assessments are based. Resource capacity information is included in this area plan to support ongoing review of needs for capital programs and providing information to the public on the status of county resources. This information is not to be used for reviewing individual development proposals or their consistency with the general plan. The use of Land Use Element resource capacity information by the county to evaluate development proposals can only occur through separate hearings and enactment of ordinances outside of the general plan. An explanation of this procedure is in Part I of the Land Use Element (Framework for Planning).

TABLE E			
RESOURCE SEVERITY LEVELS AND POPULATION THRESHOLDS			
SAN LUIS BAY PLANNING AREA*			
AVILA BEACH URBAN AREA			
Resources	Levels of Severity		
	I	II	III
Water Resources	410	420	445
Sewage Treatment Plant ¹	-	-	-
Schools ²	-	-	-
Roads/Circulation Avila Road	-	380 ³	420

* Includes areas within the coastal zone

TABLE E - CONTINUED PISMO BEACH URBAN AREA			
Resources	Levels of Severity		
	I	II	III
Water Resources ⁵	-	5,250	-
Sewage Treatment Plant ⁴	-	-	5,250
Schools - Elementary	5,883	6,170	7,904
Intermediate ⁴	-	-	5,480
High School ⁶	-	-	30,560
Roads/Circulation			
U.S. 101 ⁸	27,275	27,890	33,760
State Highway 1 ⁹		20,340	24,320

TABLE E - CONTINUED ARROYO GRANDE URBAN AREA			
Resources	Levels of Severity		
	I	II	III
Water Resources	-	10,930	12,600
Sewage Treatment Plant ⁷	-	19,662	28,089
Schools - Elementary ⁴	-	-	10,590
Intermediate ⁴	-	-	10,590
High School ⁶	-	-	30,560
Roads/Circulation			
U.S. 101 ⁸	27,275	27,890	33,760

TABLE E - CONTINUED GROVER BEACH URBAN AREA			
Resources	Levels of Severity		
	I	II	III
Water Resources ⁵	-	8,460	-
Sewage Treatment Plant ⁷	-	19,662	28,089
Schools - Elementary ⁴	-	-	8,460
Intermediate	-	-	8,650
High School ⁶	-	-	30,560
Roads/Circulation			
State Highway 1 ⁹	19,890	20,340	24,320

TABLE E - CONTINUED OCEANO URBAN AREA			
Resources	Levels of Severity		
	I	II	III
Water Resources ⁵	-	3,900	-
Sewage Treatment Plant ⁷	-	19,662	28,089
Schools - Elementary	-	3,900	4,160
Intermediate ⁴	-	-	3,900
High School ⁶	-	-	30,560
Roads/Circulation State Highway 1 ⁹	19,890	20,340	24,320

Notes:

1. No level of severity is indicated before the year 2000.
2. Population thresholds are listed in the Resource Management chapter of San Luis Obispo area plan.
3. Roadway operating at Level of Service (LOS) "C" at existing population and area development levels.
4. Population threshold is the approximate existing population.
5. Population threshold is the approximate existing population since the water usage presently exceeds available Lopez allotments and is supplemented by pumping groundwater. Determination of Level III is dependent on adjudication of the groundwater basin.
6. Population threshold is the approximate existing population of entire planning areas, minus estimated population within San Luis Coastal Unified School District.
7. Population threshold is the projected combined population for Arroyo Grande, Grover Beach and Oceano.
8. Population threshold is the projected combined population of Pismo Beach, Grover Beach and Arroyo Grande.
9. Population threshold is the projected combined population of Pismo Beach, Grover Beach and Oceano.

A. WATER SUPPLY

An adequate water supply is an important prerequisite for future development in the San Luis Bay Planning Area. Decisions on water resource use in any specific area will have far-reaching implications for the entire planning area.

Water Resources

The urban portions of San Luis Bay Planning Area rely heavily on water allotments from Lopez Reservoir. The total allotment available for urban uses is 4,530 acre-feet per year. This water supply is augmented by pumping groundwater, primarily from the Arroyo Grande groundwater basin. The 1979 state Department of Water Resources (DWR) study of the Arroyo Grande basin notes that the water quality in some portions of the basin is not adequate to meet requirements for domestic consumption. DWR estimates there is ample water stored above sea level in the basin to meet the demands until about 1990. However, in order to ensure an adequate long-range water supply, DWR recommends the development of a comprehensive plan to manage the groundwater resources and to provide for the future delivery of a supplemental water supply. This will be particularly important as urban

and agricultural users are forced to compete for the groundwater, competition brought about by a population increase and growth in agricultural activities in the planning area.

The 1979 DWR study also indicates that a potential water supply lies off-shore from the coastline, where approximately three million acre-feet are stored. While the study substantiates the existence of this resource, it also notes that it is a "one-time" resource; once mined it is gone. If the policy decision is to use the off-shore aquifer, plans must be developed to prevent or alleviate sea water intrusion that might occur as the water moves inland. Utilization of this resource appears to be many years distant.

Water Systems

Each of the urban areas have water systems. Rural areas rely on wells drawing from groundwater basins. The urban areas rely on Lopez water and additional supplies from the groundwater basins, if needed.

Avila Beach

Based on the projected growth rate and the present consumption rates, Avila Beach (primarily within the coastal zone) is expected to reach a Severity Level I when the population reaches approximately 410 persons.

Five Cities Area

"Five Cities" is the common name used to describe the urbanized area of Pismo Beach (including the former community of Shell Beach), Arroyo Grande, Grover Beach and Oceano. Water is supplied to this total urban area from Lopez Reservoir. Community wells provide additional water to be added to water to increase the total available resource.

All of these communities, except for Arroyo Grande, are presently using more water than their Lopez entitlements and supplementing their needs by pumping from the groundwater basin. For this reason, the communities of Pismo Beach, Grover Beach and Oceano are all at a Level of Severity II for water resources for their existing population levels. It will be necessary to adjudicate the groundwater basin to establish its capacity and from this the population thresholds for each community may be adjusted accordingly.

Pismo Beach

The city of Pismo Beach has an allotment of 886 acre-feet per year of Lopez water. The city has also been buying "surplus" allotments from County Service Area #12, as well as pumping groundwater out of the Arroyo Grande groundwater basin from city wells located in Grover Beach. As area-wide growth occurs there will be less "surplus" Lopez water available for purchase. The groundwater basin will then be expected to provide a larger amount of the water deficit needed to supply the city.

Pismo Beach General Plan has an estimated population holding capacity of 11,400 people, which would require approximately 2,175 acre-feet of water annually. The city thus appears headed for a substantial long-term deficiency.

Arroyo Grande

The city of Arroyo Grande holds the largest entitlement to Lopez water, 2,290 acre-feet per year. Arroyo Grande's population is presently estimated to be 10,590 and projected to increase to 16,020 by the year 2000.

In addition to Lopez water, the city has wells in the Arroyo Grande groundwater basin that are presently idle. The city maintains that these wells could be used to supplement the Lopez allotments if the need warrants. However, this could be a false sense of security if the water quality does not meet health standards, which the recent groundwater basin study indicates to be a possibility.

The city of Arroyo Grande is not presently using its entire Lopez entitlement and is not utilizing any groundwater. Based solely on Lopez water, the city is presently experiencing a Level of Severity II for water resources and will need to rely on groundwater adjudication to determine future thresholds beyond the maximum available Lopez entitlements.

Grover Beach

Grover Beach has an allotment of 800 acre-feet per year from Lopez Reservoir and they also pump additional groundwater from city-owned wells. The present population of Grover Beach is estimated at approximately 8,460 people, projected to reach 12,620 by the year 2000. The city's entitlement to the groundwater should be adjudicated with all the other basin users and population thresholds determined. Until that occurs, Grover Beach is experiencing a Level of Severity II for water resources at the existing population levels. Within the life of this plan, however, any adverse change in ground water quality could adversely affect the city.

Oceano

The Oceano Community Service District provides water to the Oceano community. The district's Lopez allotment is 303 acre-feet per year, supplemented with groundwater from wells. The CSD has recently installed new deeper wells that pump better-quality water from deeper aquifers. If the water quality should deteriorate, the CSD could experience a resource deficiency. The present population is approximately 3,900 people and projected to reach about 5,700 by the year 2000. Like the neighboring communities, Oceano's portion of the groundwater supplies needs to be adjudicated to determine population threshold levels, however, based on presently available data, Oceano (including areas within the coastal zone) is experiencing a Level of Severity II for water resources.

B. SEWAGE DISPOSAL

Pismo Beach

The city of Pismo Beach sewage treatment plant has a capacity of 1.2 million gallons per day (mgd). The plant is experiencing average daily flows of approximately 0.9 mgd, with periodic peak flows as high as 1.8 mgd. The city experiences substantial sewage flows due to the high level of tourists in the area. Approximately 32% of the projected wastewater flows is attributable to the tourist population of Pismo Beach. In order to handle peak flows and to accommodate future growth and development of lands in the city limits, the city will be improving the plant and other components of the system. Improvements are scheduled to be completed by 1987 with the treatment plant then having a capacity of 2.5 mgd.

The city will be constructing a new force main to carry treated effluent from the Pismo Beach treatment plant to the South County Sanitation District Plant for disposal through the district's outfall line. The city chose this option rather than construct a new city outfall to replace the existing one that has been heavily damaged in winter storms. The city expects to be connecting into the South County District's outfall line in 1980.

Using the resource deficiency criteria set forth in Framework for Planning (treatment plant capacity based on average daily flows), the city of Pismo Beach is not experiencing any level of severity for sewage treatment. However, the city's outfall line does not meet acceptable standards and will not until the city connects into the South County District outfall line in Oceano. The plant also is experiencing peak flows in excess of plant capacity.

The city of Pismo Beach appears to be experiencing a Level of Severity II for sewage treatment facilities. As the programmed treatment plant/system improvements are made, the severity level should decrease. The annual updating of the Resource Management System can monitor and reflect changes in this situation.

South San Luis Obispo County Sanitation District

The district treatment plant in Oceano provides secondary treatment for wastewater from Grover Beach, Arroyo Grande and Oceano (including areas within the coastal zone), for disposal via an ocean outfall line. The city of

Pismo Beach will also be utilizing the outfall for disposal of their treated effluent in approximately 1981. Grover Beach and Arroyo Grande have their own sewage collection systems, while Oceano Community Services District collects sewage for the unincorporated Oceano area. Wastewater is transported to the district treatment plant for treatment and disposal through these agencies' sewage collection systems. The sewer lines are all of recent construction and no significant system problems are expected. The outfall line has previously been damaged by storms and is being replaced and extended and should have adequate capacity until about 2000. However, attention should be paid to the effects of adding Pismo Beach effluent to the ocean outfall line. Modifications to the treatment plant are also being made to improve the quality of the treated effluent.

The treatment plant has a capacity of 2.5 million gallons per day (mgd), with current use at about 1.9 mgd or 76% of capacity. There are no current plans for plant expansion; however, the plant capacity can be doubled by installing parallel treatment units.

Flow rates exceeding 70% of system capacity thus require preliminary facility planning for possible plant expansion. This indicates that the treatment plant is experiencing a Level Of Severity II for sewage treatment capacity. The following table summarizes the projected flow rates for the treatment plant, based on the projected population of the communities served.

TABLE F PROJECTED WASTEWATER FLOWS SOUTH SAN LUIS OBISPO COUNTY SANITATION DISTRICT (million gallons per day (mgd))					
	1980	1985	1990	1995	2000
Wastewater Flow (mgd)	2.13	2.37	2.59	2.83	3.09
Source: South San Luis Obispo County Sanitation District.					

C. SCHOOLS

The San Luis Bay Planning Area is served by two school districts, the San Luis Coastal Unified School District and the Lucia Mar Unified School District. Students from the Avila Beach urban area and the area east of Montana de Oro attend school in the San Luis Coastal District, while the remaining students attend Lucia Mar schools.

San Luis Coastal Unified School District

The Bellevue-Santa Fe School, located in Avila Valley provides elementary school facilities, while the junior high and high school aged students attend San Luis Obispo junior and senior high schools. A review of district facilities indicates there will be ample capacity in the elementary school beyond the year 2000. A similar situation exists for the junior high school facilities.

The capacity of the high school is presently being exceeded; however, the enrollment is declining and projected to continue downward until about 1985. The declining enrollment in the near future will then provide some capacity for the upward enrollment trend that is expected to follow. Based on these factors the high school facilities are now experiencing a Level II deficiency but the situation can be expected to improve in the near future.

Lucia Mar Unified School District

The Lucia Mar District provides school services to all portions of the planning area except for the northerly portion within the San Luis Coastal District. Lucia Mar also covers the rest of the South County and extends many miles east of the San Luis Bay Planning Area.

The Lucia Mar District has been experiencing deficiencies for a number of years. The expanding population has led to overcrowding in some schools, while other facilities are deficient in meeting program needs. The district recently prepared a detailed evaluation of its facilities ("Lucia Mar Unified School District Long Range Development Plan 1977-90," Stuhr, Dodson, Foster & McClave, 1978) that indicates the problem is a serious one. The proposed major developments in the Five-Cities area, especially in the city of Arroyo Grande, could further impact the situation.

A review of enrollment figures, enrollment projections and facility capacities indicates many of the schools serving the San Luis Bay Planning Area are already experiencing a Level II deficiency. Table G summarizes the enrollment and capacity figures for the various schools. It should be noted that both North Oceano School and Oceano School have in recent years enrollment levels that exceed the district's projections for 1990 enrollment at these two schools. Both schools experienced substantial enrollment increases in recent years that have greatly reduced their capacity. Both schools are now experiencing a Severity Level II.

The critical population thresholds for each school vary, based on the service area of the particular school. For this reason the assessment of severity levels is based on the capacity of the individual school, rather than the total population of a community or of the larger Five-Cities complex. All of the schools, except for Oceano and North Oceano Elementary Schools, are expected to be experiencing a Severity Level III within the next year or two.

Some of the cities in the planning area have enacted development fees to be used for supplying the needed school facilities. The county should also work with the school district to accurately determine the level of overcrowding and the county should concur with the school board's finding of overcrowding. Fees could then be collected from development proposals in the unincorporated portions of the planning area to further assist in meeting the school needs.

TABLE G ENROLLMENT PROJECTIONS AND FACILITY CAPACITIES LUCIA MAR UNIFIED SCHOOL DISTRICT						
School	Enrollment ¹		Projected Enrollment ²			Facility Capacity ³
	78-79	79-80	1980	1985	1990	
Branch Elem.	195	208	210	246	247	210
Grover Beach Elem.	383	368	456	509	560	390
Grover Hts. Elem.	286	275	457	508	570	330
Harloe Elem.	434	412	447	600	690	480
N. Oceano Elem.	430	435	266	306	338	480
Oceano Elem.	403	381	266	306	338	480
Ocean View Elem.	384	417	434	487	510	450
Shell Beach Elem.	224	190	382	422	485	330
Judkins Intermed.	476	426	510	600	684	510
Paulding Intermed.	585	520	719	825	900	600
A.G. High School	2217	2026	2217	2565	2843	2250

1. Enrollment figures per Lucia Mar Business Office, based on average daily attendance for the last day of the school year.
2. Projected enrollments per "Long Range Development Plan, 1977-1990," Stuhr, Dodson, Foster, McClave, 1978.
3. Capacity based on criteria in Long Range Development Plan (1978).

<p style="text-align: center;">TABLE H</p> <p style="text-align: center;">LEVELS OF SEVERITY</p> <p style="text-align: center;">LUCIA MAR UNIFIED SCHOOL DISTRICT FACILITIES</p> <p style="text-align: center;">SAN LUIS BAY PLANNING AREA</p>			
School	Estimated Level I	Year of Attainment Level II	Level III
Branch Elementary	-	1975	1980
Grover Beach Elementary	-	1975	1980
Grover Heights Elementary	-	1975	1980
Harloe Elementary	-	1977	1982
N. Oceano Elementary	-	1979	1981
Oceano Elementary	-	1979	1981
Ocean View Elementary	-	1977	1982
Shell Beach Elementary*	-	1975	1980
Judkins Intermediate*	-	1975	1980
Paulding Intermediate	-	1975	1980
Arroyo Grande High School	-	1976	1981
*Located within the coastal zone			

D. ROADS/CIRCULATION

U. S. 101 and State Highways 1 and 227 are the main corridors providing access to and through the San Luis Bay Planning Area. These roadways are experiencing increased traffic volumes due to local growth and development, as well as increases due to recreational uses in the coastal zone. A 1978 study by the Regional Transportation Planning Agency (RTPA) entitled "Regional Study of the Access to the Coast of San Luis Obispo County" estimates that the portion of Highway 1 between Pismo Beach and Grover Beach may be approaching maximum peak hour capacity by 1995. A 1979 study by the RTPA entitled "Coastal Access of Pismo Beach", evaluated U.S. 101. The study projects that the roadway will be very near Level of Service (LOS) "E" by 1995 if adequate surface street improvements are not made in the cities of Pismo Beach, Grover Beach and Arroyo Grande. These improvements would consist of an adequate system of collector and local streets to divert local traffic off of the highway. This is particularly important in the largely undeveloped areas of Pismo Beach and Arroyo Grande in the vicinity of Oak Park Boulevard.

The RTPA study also identifies several local and county roadways that may experience traffic deficiencies. Grand Avenue from U.S. 101 to the beach is expected to near its capacity by 1995 but the conflict could be resolved with such measures as eliminating parking during peak hours and sequential signaling, rather than additional improvements. Avila Beach Drive from San Luis Bay Drive to the Avila Beach townsite is the only roadway in the planning area experiencing a definite capacity problem. County policy acknowledges that there will be significantly higher peak hour traffic volumes on Avila Beach Drive during summer weekends than at other times of the year. In recognition of this condition, Level of Service calculations for

Avila Beach Drive are based on non-summer weekday traffic volumes. The present capacity of Avila Beach Drive is 1280 vehicles per hour, based on Level of Service (LOS) "C" operation. 1994 traffic counts have indicated a peak hour traffic volume of 711 vehicles or 56% of LOS "C" capacity. (Updated traffic volume information for Avila Beach Drive may be found in the Annual Resource Summary Report.) In addition to increased vehicle traffic, bicycle traffic on Avila Road has increased to the point of creating an obstacle for motorists and a safety hazard for cyclists. A proposal to construct a separate bikeway along San Luis Obispo Creek would alleviate some of the problems but the project has been stalled indefinitely. [Amended 1994, Ord. 2702]

Based on present traffic characteristics and physical conditions, a Severity Level II deficiency appears to exist on Avila Road. In order to increase the traffic carrying capacity of the roadway, consideration should be given to installing left turn-lanes at the intersection of Avila Road and San Luis Bay Drive, and also at Avila Road and Cave Landing Road (in the coastal zone). Construction of a separate bikeway should also be undertaken as soon as possible. Implementation of a transit system from San Luis Obispo and Five-Cities areas could also help reduce peak hour congestion.

CHAPTER 6: LAND USE

The LUE official maps separate the planning area into land use categories, which define regulations for land uses, density and intensity of use. Land use "programs" at the end of this chapter recommend actions by the county or other public agencies. Article 9 of the Land Use Ordinance (Section 22.106 - San Luis Bay Inland Planning Area) contains development standards related to the land use categories to assist in guiding planning area development. Standards define actions required for new development to achieve consistency with the general plan.

A. RURAL AREA LAND USE

The rural area includes all lands outside of the urban reserve lines for Avila Beach, Pismo Beach, Arroyo Grande, Grover Beach and Oceano. The primary land use is agriculture, with the steeper hillsides providing some grazing capabilities and serving as watershed lands.

Rural Lands

Areas identified as Rural Lands are primarily those of steeper terrain and dense vegetation. Uses are generally grazing or other non-intensive agriculture. These areas include Irish Hills, Indian Knob, the Price Canyon/Ormonde Road area, and the hillsides that form the coastal backdrop above Highway 101.

In the Irish Hills there are many areas of U.S. government ownership (BLM) and the remaining private holdings occur primarily in large ownership patterns. Access to most of these lands is extremely limited. There are no public roads and none are being proposed. These lands should be developed to retain their natural quality to the maximum extent possible.

The Rural Lands adjacent to Highway 101, north of the San Luis Bay Drive interchange, provide a scenic backdrop that divides the adjacent San Luis Obispo area to the north from the urbanized coastal area of Pismo Beach to the south. These rural lands also provide a backdrop for the Squire Canyon rural residential area and extend further south to form the steeply rising backdrop for the city of Pismo Beach. Ownership patterns are primarily in large acreage parcels and should remain so, to retain their natural character. Development proposals in the Irish Hills should also comply with state and federal regulations to maintain the required low population standards around the Diablo Canyon Nuclear Power Plant.

Rural Lands in the Price Canyon/Ormonde Road area are also primarily steep brush-covered hills, but they are also the site of extensive oil field development. The terrain, vegetation and existing development do not make this area appropriate for intensive residential uses for the short-term. During the short-term, interim agriculture uses would be appropriate, but should not preclude the proposed extraction of resources. Long-term use would be rural residential. Extraction operations must be performed in a manner that will stress re-use of the land, and protect the visual quality to the maximum extent possible. Development proposals for open pit mining to extract oil from the surface geology would not be appropriate.

Agriculture

Agriculture has historically been, and still is, the most widespread use of land in the county. Agricultural practices of varying degrees of intensity involve substantial portions of this planning area and any appreciable loss in farm acreage should be avoided. A substantial portion of lands in the Agriculture category are under Agricultural Preserve Contract and the uses are predominantly rangeland in the Irish Hills and Indian Knob areas. Another area in the Agriculture category is located east of Montana de Oro State Park.

The rich farmlands of the Cienega and Arroyo Grande Valleys should be protected exclusively for agricultural uses. Other uses are not appropriate, with the exception of roadside stands for sale of products grown on-site. The

parcel sizes are generally large and lands are intensively used for raising truck crops. There are very few residences in the Cienega Valley and break-down of these properties for residential uses should not be allowed. These farmlands depend on the locally available groundwater for irrigation and should be assured a continued adequate water supply.

Residential Rural

Residential Rural lands are those which are generally unsuitable for commercial agriculture because of topography and/or soil capability, small property size, broken ownership patterns, and prior residential commitments. They are predominately undeveloped or underdeveloped with scattered residences. The areas recommended for rural residential development have experienced property breakdowns through the lot split process in recent years and there are some isolated pockets of small lots as well as large undeveloped acreage parcels. The properties that have developed have done so on a haphazard basis such that the residents must contend with limited fire and police protection and inefficient roads. Equestrian trails have been developed on an informal basis, where they exist. The rural residential area northeast of Arroyo Grande is discussed in the "Arroyo Grande Fringe" portion of the text.

See Canyon has developed with rural residential/agricultural uses, including single-family residences, orchards and grazing. See Canyon Road is the only means of access into the area. The steep terrain, heavy vegetation, limited access and agricultural uses all indicate that low density development should continue to retain the character. There are productive Class I and II soils adjacent to San Miguelito Creek and these areas should be retained for agricultural use and not developed for homesites. The number of creek crossings should also be held to a minimum so as not to create a potential flood hazard. Grading of access roads and building sites should also be reviewed closely so there will be minimal siltation of the creek and so the hillside areas, which have a moderately high landslide risk potential, will not be graded in a manner leading to hazardous conditions. In order to retain the residential/agricultural character of the canyon, new parcels should be at least 10 acres in size.

There are also two small pockets of rural residential designated along Branch Mill Road and Huasna Road. There are areas using individual wells and septic tanks and are appropriate for continued development of this type, but they should not be expanded into the adjacent agricultural lands.

Residential Suburban

Squire Canyon has developed in recent years with residential homesites created through the lot split process. It consists mainly of rolling to steep terrain, with heavy vegetation on the upper slopes. These slopes encircle the lower, flatter lands adjacent to Monte Road and Highway 101 and form the scenic backdrop for the entire area. Lot sizes range as small as three acres in size and road improvements are very inadequate over portions of Indian Knob Road and Squire Canyon Road. Private wells and septic tanks serve the homes in the area, but both the water quantity and quality are very marginal in some of the upper locations. A portion of Squire Canyon is within an island of CSA #12, but at the present time the properties are not receiving or being taxed for, any services from the district.

Recreation

All of the areas recommended for recreational uses are located within Urban Reserve Lines and are discussed within those portions of this text, except one. Montana de Oro State Park, which provides uses such as walking, sunning, shoreline viewing and exploring, hiking, bicycling, and camping is located outside of urban reserve lines. It is possible that the state may acquire additional land adjacent to Montana de Oro State Park. If park expansion does occur, the Land Use Element should be amended to designate the expansion area in the Recreation Land use category.

Public Facilities

The only area designated Public Facilities is Diablo Canyon, the site of the Diablo Canyon Nuclear Power Plant. The designation includes the plant site property and the leasehold area controlled by Pacific Gas and Electric Company. Roughly one-half of the area designated Public Facilities, including the plant site, is within the coastal zone. This land use category should not be expanded beyond its present property.

B. AVILA BEACH LAND USE

For ease of discussion the land uses in the Avila Beach Urban Area are divided into two sections: San Luis Bay Estates and Avila Valley.

SAN LUIS BAY ESTATES

This private development lies north of Avila Road between San Luis Bay Drive on the east and an area west of the mouth of San Luis Obispo Creek, covering approximately 1,187 acres. The southern portion of the development lies within the coastal zone. In 1981, a master development plan was approved for phased construction of a recreational/residential community. The master development plan establishes the location and extent of residential, commercial, recreational and related development; the phasing sequence for future construction; the proposed circulation system; and development and design standards for proposed uses (Amended 1987, Ord. 2321).

The master development plan for San Luis Bay Estates established a maximum total of 808 residential units. The Local Coastal Program Land Use Plan, as certified by the Coastal Commission in 1984, deleted two residential clusters totaling 43 dwelling units located adjacent to the golf course within the Coastal Zone. However, these 43 units may be transferred to other locations within San Luis Bay Estates through approval of an amendment to the master development plan, unless the 43 units are retained within Phase IV (Amended 1987, Ord. 2321).

The dwelling units within San Luis Bay Estates are to be attached or detached single-family units of conventional construction (except for the existing mobilehome park) and will be developed in several clusters, retaining about 80 percent of the project area in open space. Additional proposed development is to include a commercial center. Each phase of the project will be implemented through a Conditional Use Permit application in accordance with the Land Use Ordinance. Water and sewer service considerations, traffic and other potential environmental impacts will be evaluated with each phase of development.

Facilities constructed by 1987 include the hotel, 18-hole golf course, tennis facilities, private water supply and sewage disposal systems, fire station, private roads, a mobilehome park, an office area adjacent to the entrance gate on San Luis Bay Drive, and Phase I residential townhouse development (the hotel and golf course are within the coastal zone) (Amended 1987, Ord. 2321).

It is expected that this development will remain a recreational/residential community. Each phase of the project will require Conditional Use Permit approval. With continuation as a private community, none of the facilities would be maintained or operated by the county. An expansion of the existing hotel has been approved (Amended 1987, Ord. 2321).

Residential Suburban

Development should occur at a net density within the range of the Residential Suburban land use category using the cluster division provisions of the Land Use Ordinance. This will allow smaller individual lot sizes while providing open space to preserve the highly scenic quality of the property. Location of the clusters will be determined by the master development plan and individual clusters will then be designed in detail through a Conditional Use Permit application.

Commercial Retail

Commercial Retail uses are to occur in a "village" adjacent to the entrance road, west of San Luis Bay Drive. These facilities should be aimed at meeting the neighborhood needs of the project residents and nearby residents of Avila Valley and should not be developed as a major commercial center. The high visibility of the site requires careful attention to building design, siting, landscaping and signing.

Recreation

The Recreation category is applied to San Luis Obispo Creek and to areas containing existing recreational development--the tennis courts. Neighborhood recreation centers could also occur as part of each residential cluster and are not designated in the Recreation category. Even though the property is a private development, the creek bed offers the only area suitable for installing public trails that could connect to both Avila Valley to the east and Avila Beach to the west. The old Pacific Coast Railroad right-of-way also passes through the property and agreements should be worked out that could allow public access to a trail system and also the possible extension of the proposed Pacific Coast Light Railway from Avila Valley to Avila Beach.

Open Space

This category is applied to the parcel lying south of Avila Road (a portion of the parcel is within the coastal zone). The parcel is extremely steep, heavily brush covered and does not appear to have any reasonable access from either Avila Road or Cave Landing Road. The acreage of this parcel may be considered toward meeting the required amount of open space for development of the total project, if dedicated. The Open Space category is also applied to those areas shown by the master development plan to be preserved in open space. Open space areas will be reserved by perpetual easement with approval of each phase of residential development. (Amended 1987, Ord. 2321)

AVILA VALLEY

Avila Valley is at the easterly edge of the Avila Beach urban reserve area, about 2 miles east of Avila Beach. It is bounded on the east by Highway 101, on the south by Ontario Ridge and on the north and west by San Luis Bay Drive. This area was included within the 1972 Avila Valley Specific Plan. However, that specific plan has been repealed in the resolution for adoption of the Land Use Element.

The valley has many areas with high open space values and also several areas of hazard lands, primarily flood plains along San Miguelito and San Luis Obispo Creeks and geologic hazard areas on steep slopes. Areas which present a natural hazard should be left in open space or designated for very low intensity uses and development should be located where construction will not destroy natural or scenic values of the site. Areas with high soil erosion hazard, habitat value and scenic value should be retained for open space uses, while limited development is appropriate in areas of moderate environmental and scenic value. Most development should be concentrated in areas of low environmental or scenic impact.

The previous specific plan recommended a variety of land uses. The major amount of development, approximately 170 to 200 dwelling units, was proposed for the central portion of the valley bounded by San Luis Bay Drive on the north and west, Ontario Road on the east, and San Luis Obispo Creek on the south. More recently, lower density development has been approved in this area, recognizing the reduced amount of Lopez water allotments available to the properties. The lower density appears to also reduce the economic feasibility of providing public sewers in the valley. In addition to these changes in the central valley, some of the properties along the westerly edge of Ontario Road have recently broken down through the lot split process and homes constructed on parcels having a lower density than proposed in the previous specific plan.

Residential Suburban

The residential suburban development is to be clustered toward the center of Avila Valley and not immediately adjacent to the roadways or on prominent hilltops. Tract No. 699 covers much of the area and provides for suburban lots utilizing specially designed individual sewage disposal systems and a community water supply system. The portion of Tract No. 699 lying west of San Miguelito Creek has not yet been subdivided, however, when subdivision does occur the units should be clustered with the net density not to exceed one dwelling unit per 5 acres.

Properties located east of Tract No. 699 from the PG&E information center to the old Buddhist Temple property, are designated for suburban densities. Recent land divisions have led to homesites being constructed on portions of properties that are highly visible from the Highway 101 corridor. Any further development should be located so it will not further impinge on scenic qualities. Construction of access roads should also be carefully located to minimize visual impacts.

Commercial Retail

Commercial Retail uses should be confined to properties immediately adjacent to the San Luis Bay Drive/Highway 101 interchange and should be subject to Conditional Use Permit approval. The uses to be established here should be highway oriented, rather than everyday commercial uses for area residents. A recent proposal was for development of a commercial winery and wine tasting facility on this corner, a concept that appears to be in keeping with the rural character of the valley and yet is a highway/tourist oriented commercial use. Due to the highly visible nature of this corner, signing should be limited to one free-standing identification sign. Signing on any structures should be integrated into the building design.

The former Buddhist Temple property is also designated for commercial development. Uses should be restricted to tourist/ highway oriented uses. Development should also be coordinated with the proposed development of the Pacific Coast Light Railway. Because of the scenic qualities of the area, all development should be subject to Conditional Use Permit approval. Also, signing for commercial uses should be limited to one identification sign.

Recreation

The Recreation land use category is applied between Ontario Road and the freeway and includes several existing facilities: the Avila Hot Springs pool and accompanying camper park, and the old Santa Fe School building. The Avila Hot Springs pool should continue as a commercial recreation facility. The adjoining camper park to the north along Ontario Road cannot expand beyond its present size since the adjacent land is within the floodplain of San Luis Obispo Creek. The developed area also needs to be screened from View from Highway 101 as it is highly visible. Dumping of fill material into the floodplain should also be discontinued. There is also a recreational vehicle and boat storage area southeast of the hot springs pool, along Avila Road, that is entirely visible from the roadway. This area needs to be properly maintained and effectively screened so as to provide a more desirable entrance to Avila Valley.

The old Santa Fe School is presently being used as a residence and is rapidly falling into disrepair. The building fronts on an old portion of Ontario Road right-of-way. The school building should become part of the proposed development of the Pacific Coast Light Railway.

Sycamore Hot Springs, a historic landmark in the valley, has been approved for substantial remodeling and expansion on about 14 acres at the present location. When completed, the complex will consist of some 50 cabin units, a pavilion, pool, bath house and spa facilities, and increased parking facilities. The remainder of the property is now covered by a scenic easement and there should be no further development of the property. The property to the north across Avila Road should not be used for any expansion of the facilities since most of the land is within the floodplain of San Luis Obispo Creek. However, use of this area for riding/hiking trails or picnics areas and other recreational uses might be appropriate.

The Recreation designation is also applied to lands along San Luis Obispo Creek where major emphasis should be on open space uses. These lands are subject to flooding and only low-intensity recreational uses should be permitted and structures should be incidental to major uses. The light railway proposed for Avila Valley would utilize the old Pacific Coast Railroad right-of-way. Development of riding and hiking trails, picnic areas certain recreation uses would also be appropriate, but emphasis must be placed on retaining the natural features that are essential to the overall character. The Recreation land use category also includes Lot 31 of Tract 699 which was recently granted in fee to the county as a greenbelt and for creation of a bicycle path along San Miguelito Creek and a bicycle park at the intersection of San Miguelito and San Luis Obispo Creeks.

Open Space

The Open Space designation is applied to lands along San Luis Obispo Creek where major emphasis should be on open space uses. These lands are subject to flooding and only low-intensity recreational uses should be permitted and structures should be incidental to major uses. The light railway proposed for Avila Valley would utilize the old Pacific Coast Railroad right-of-way. Development of riding and hiking trails and picnic areas would also be appropriate, but emphasis must be placed on retaining the natural features that are essential to the overall character. The Open Space land use category also includes portions of Tract 699 which calls for creation of a bicycle path along San Miguelito Creek and a bicycle park at the intersection of San Miguelito and San Luis Obispo Creeks.

Rural Lands

This designation covers lands lying southerly of Avila Road on the northerly slopes of Ontario Ridge. The area is extremely steep and heavily wooded and provides the southerly definition of Avila Valley. Any development of these lands should occur adjacent to Avila Road, not on the hillsides. The undeveloped portions of the properties should then be covered by open space easements.

C. PISMO BEACH URBAN AREA

As an incorporated city, Pismo Beach is responsible for the administration and planning for all areas within the city limits. The adopted general plan of Pismo Beach is generally reflected in this Land Use Element to ensure coordinated land use planning for areas lying within the Urban Reserve Line and adjacent agricultural lands; however, discussion of Pismo Beach is limited to areas between the city limits and the urban reserve line. Areas within the city limits are mapped only to support understanding of relationships to surrounding land uses.

The Pismo Beach urban reserve line is coterminous with existing city limits, except for an area above Mattie Road. There are large undeveloped areas within Pismo Beach that can handle substantial amounts of future growth and can be provided with necessary urban services. Therefore, it is not expected that the city will need to expand into adjacent rural lands in the foreseeable future.

Agriculture

The hillside area above Mattie Road within the urban reserve line may be appropriate for future residential development on slopes not exceeding 30 percent. This should occur when city services are available and properties are annexed to Pismo Beach.

As a condition of its approval of annexation of this area, LAFCO required that the 200-foot elevation would be the limit of the city boundaries. This should be the location of the city's urban services line. The remaining hillside portions of these properties should be included in the urban reserve line, but should not be used for determining the allowable density on land below the 200-foot elevation. The hillsides should be kept in open space through deed restrictions or open space easements secured through the city's approval of development projects on the lower portions of the properties.

Recreation

The upland terrace above Highway 101, near the southerly Mattie Road interchange, offers an exceptional view over the Dinosaur Caves. This portion of the coastline, between Shell Beach and the Shore Cliff Inn, is the only undeveloped portion immediately adjacent to the freeway as it passes through this urban corridor. The freeway right-of-way extends above Mattie Road onto the lower slopes of the hills. The property is still under state ownership and is within the city limits. Pismo Beach recently adopted a Scenic Highway Element of their general plan that designates this area for development of a vista point or scenic overlook. This location offers the traveling public a panoramic view of San Luis Bay, extending from Port San Luis on the north to the Nipomo Mesa and Pismo dunes on the south. This is the only location along the coastline where such an opportunity exists, since the freeway turns inland a few miles to the north and south. The Land Use Element does not indicate a particular location for the proposed vista as this will have to be established by a more detailed analysis of the area and development of a coordinated program between San Luis Obispo County, Pismo Beach City and Cal Trans. There may be some portion of the terrace that is outside the city limits and if it is appropriate for this type of public use the Land Use Element should be amended to change the land use category to a Recreation designation.

D. ARROYO GRANDE

The city of Arroyo Grande is responsible for the administration and planning for all areas lying within the city limits. The adopted Arroyo Grande General Plan is generally reflected in this Land Use Element to ensure coordinated land use planning for areas within the urban reserve line and the adjacent suburban and rural residential and agricultural lands; however, discussion of Arroyo Grande is limited to areas between the city limits and the urban reserve line. Areas within the city limits are mapped only to support understanding of relationships to surrounding land uses.

The Arroyo Grande urban reserve line is coterminous with the existing city limits, with 3 exceptions: the easterly edge of the intersection of the Pike and Halcyon Road; the unincorporated "island" along El Camino Real from approximately Oak Park Boulevard to Brisco Road; and a small area at the intersection of Los Berros and Valley Roads. A past attempt by the city to annex the "island" area was terminated by the county Board of Supervisors. The city surrounds the area and provides some services. Annexation of two properties within the island was recently approved. A new proposal by the city to annex the balance of the unincorporated island has been recently approved by LAFCO.

Arroyo Grande has recently been engaged in evaluating agricultural lands and means by which they can be protected. In this process they have established a policy opposing development of prime agricultural lands under county jurisdiction adjacent to the city. The policy is consistent with this Land Use Element. In addition, the adopted general plan policies call for development to be directed toward marginal agricultural areas and away from prime lands. Coordination of city/county programs to protect valuable farmland is needed. The Arroyo Grande General Plan states that "prime agricultural land should not be annexed to the city without a commitment on the part of the owner to place the land in agricultural preserve."

HALCYON ROAD AREA

Residential Multi-Family

The area recommended for multi-family residential development includes three existing mobile home parks easterly of the intersection of The Pike and Halcyon Road and a small undeveloped triangular area immediately south of the mobile home parks. The existing developments are located outside the present city limits but are included in the Arroyo Grande General Plan "to reflect the existing use if the time should ever come when this area would be annexed to the city." These developments presently receive city water and are on the public city sewer system. This urban density development requires urban services and should be within the city limits rather than remain under county jurisdiction. The remaining undeveloped triangular area immediately south of the mobile home parks should develop similar to the adjacent mobile home unit, however, the development should not expand further south or into the productive agricultural lands of the Arroyo Grande Valley. The urban reserve line should remain at the south and easterly edges of this multi-family area. Development of the remaining vacant triangular parcel should be defined to be compatible with improvement standards required by the city of Arroyo Grande, if development occurs before this area is taken into the city limits. However, ideally this development would occur after the city has taken this area into the corporate limits and development can be handled under city jurisdiction.

Residential Single Family

There is a minor expansion area located at the southerly end of Woodland Drive, bordered on the west by existing mobile home parks and on the east by Arroyo Grande Creek. The area has urban services available to it and will provide a small area for some additional single family homes. The Arroyo Grande General Plan shows this development and the area should be annexed to the city.

There is also a small expansion area located along Farroll Avenue west of the existing city limits. This area is presently under small ownerships and are used for agricultural activities. Future development will also allow for the extension of Oak Park Boulevard.

EL CAMINO REAL UNINCORPORATED ISLAND

This unincorporated "island" consists of approximately 70 acres and is developed primarily with single family residences, some multiple family dwellings and some commercial uses. The area presently receives city water and sewer services and other services provided to adjacent city areas could easily be expanded to serve the island. The area has been the subject of several annexation attempts, but the most recent proposal was abandoned by the Board of Supervisors when it became bogged down in disputes between the city, the county, and the residents of the area. Arroyo Grande has expressed a continued interest in trying to annex the area.

Residential Single Family

This designation covers most of the area and reflects the existing development. Some of the properties south of Chilton Street have steep slopes so development may be difficult.

Residential Multi-Family

This area borders the northerly side of Chilton Street. Future multiple dwellings should develop at moderate densities, 12-21 units per acre.

Commercial Retail

This land use category covers properties along the south side of El Camino Real. It is a mixture of uses including residences, motor courts that have been converted to apartment units, warehousing and a skateboard park. As new commercial uses are established attention should be given to adequate landscaping, signing and street improvements to up-grade the area.

Commercial Service

This designation is applied to properties fronting on El Camino Real and Brisco Road. Existing uses include a lumber yard and various warehousing/distribution facilities. It should also be up-graded with street improvements, signing and landscaping to improve the area. Open yard storage should be screened from view from nearby Highway 101.

VALLEY ROAD AREA

Residential Single Family

This designation is applied to a small triangular area bounded by Valley Road on the west, Los Berros Creek diversion channel on the south, and the old Los Berros Road right-of-way and Arroyo Grande city limits on the northeast. This area is included in both the urban services line and urban reserve line. The area should be annexed to the city and the old Los Berros Road right-of-way abandoned.

ARROYO GRANDE FRINGE

The Arroyo Grande fringe is a large area of unincorporated lands bordering the northerly portion of the city, extending from Lopez Drive to west of Oak Park Road and north beyond Corbitt Canyon Road. It has experienced substantial growth in recent years with many of the older large parcels breaking down into smaller suburban and rural residential lots. The process has led to the creation of many lots, some approaching one acre in size, that do not have adequate road access due to a poorly planned overall circulation system. Scarring of hillsides due to poor grading practices, inadequate drainage resulting in localized flooding and siltation of drainage courses has also occurred. Since much of this fringe area lies in the watersheds above Arroyo Grande, the city's facilities are often impacted by poor land management practices in unincorporated areas. This is especially a problem with increased storm water run-off and siltation overburdening city storm drains. It has resulted in localized flooding in some parts of the city. This problem becomes even more critical as more properties develop and more land is cleared for homesites, corrals, barns, etc.

Most of this "fringe" area lies over non-water bearing geology. Domestic water supply is by private wells that must tap localized groundwater basins fed strictly by surface run-off. As a result, many areas have developed where both water quantity and quality is marginal and future growth will only add further pressure on available resources. The entire area is served by individual septic tanks for sewage disposal and this should continue to be acceptable as long as they are properly paced so as to not effect localized groundwater basins. Some of the steeper slopes and poorer soils may also require more extensive systems in order to provide adequate treatment capabilities.

Properties between the existing city limits and Printz Road are some of the smallest parcels adjacent to Arroyo Grande. These properties are also immediately adjacent to the area where substantial development will be occurring. The circulation system within the city limits should be coordinated with these adjacent suburban properties so an adequate street network can be established between Printz Road and the new city subdivisions. Eventually these lots might be included within a new city boundary that extends to Printz Road, however, that does not appear likely in the foreseeable future.

The "fringe" area is appropriate for residential growth. Future development must be responsive to the problems previously noted. This can be better accomplished if there is a closer working relationship between San Luis Obispo County and Arroyo Grande in reviewing development proposals and establishing criteria aimed at solving the problems. This area encompasses approximately 6,513 acres, with a maximum absorption capacity of as many as 8,451 people, if all lots were developed to their maximum density. With this amount of potential development, the areas designated for suburban and rural residential should not be expanded any further into the surrounding agriculture and rural lands.

Residential Suburban

Areas designated Residential Suburban are characterized by smaller lots, many with existing homes, located on some of the more gentle slopes, but often created without serious consideration given to the natural features. Many of the residents are equestrian oriented and the effects of keeping horses on the small lots, on soils subject to high erosion potential, has led to many run-off and siltation problems. The creation of each lot, with separate driveways to each separate building site, has further aggravated these problems.

Where larger undeveloped parcels still exist the future development should utilize the cluster division concepts wherever possible in order to minimize these impacts. While septic tanks will remain acceptable, the utilization of the cluster concept, using a small water company rather than individual wells for each home, would allow creation of smaller lots than if each lot has to meet the requirements for having both a well and septic tank on-site. These measures could also provide for better utilization of the requirements for having both a well and better utilization of the available water resources and still maintain the desired suburban character.

Residential Rural

Areas designated as Residential Rural are characterized by larger lots, steeper slopes, heavier brush cover and scattered rural residences with orchards, tree farms and other agriculturally related uses. These areas suffer from many of the same problems cited for suburban areas and many of the same corrective measures would also apply. There are still many larger undeveloped parcels where the rural planned development concepts should be utilized. Many homes are located in canyons that lack through circulation and are in areas with steep slopes and heavy bush cover, posing a potentially severe fire hazard for residents. Individual wells and septic tanks will remain acceptable in the Rural designation but small water companies should be utilized wherever cluster divisions are used for proposed developments. Assessment districts should also be formed where road improvements are needed and right-of-way needs to be acquired so as to complete an adequate circulation system. Also, official street names need to be established throughout the entire fringe area.

E. GROVER BEACH

The Grover Beach urban reserve line does not indicate any areas proposed for expansion of the city, with one exception. There is a small area of Residential Single Family adjacent to the city limits, between Farroll Avenue and the Pike. The urban reserve line also includes the North Oceano School. The 1973 Land Use Element of the Grover Beach General Plan covers a planning area of 2,694 acres that extends as far south as the Nipomo Mesa and makes land use recommendations for the unincorporated area of Oceano. The general plan notes that while Oceano is not in Grover Beach, "it is critical to the future development of the community. The city plan also projects a population of 9,100 persons by 1990 and notes that an area of approximately 2,200 acres will be needed to accommodate that population. This would seem to imply that the city envisions annexing substantial areas, and the only direction to turn is towards Oceano; however, the latest revisions to the city plan still do not seem to adequately address this issue.

Recent residential development has occurred along the northerly side of the Pike within the city limits of Grover Beach, west of 22nd Street. There are several large undeveloped parcels in this southerly edge of the city where immediate development pressures are being felt. This has also spilled over to new residential construction south of The Pike in Oceano. It seems to indicate a trend toward development along the common edge of the two communities.

F. OCEANO URBAN AREA

The unincorporated community of Oceano occupies the lands bounded by Grover Beach and Arroyo Grande on the north, the Pacific Ocean on the west, Arroyo Grande Creek on the south and extends easterly to Halcyon Road including the religious community of Halcyon. The portion of the community located generally west of the Southern Pacific railroad is within the coastal zone. Oceano is the most southerly community in the Five-Cities area, and while it has many special facilities (i.e., Oceano Airport, Pismo State Beach, which draws over one million visitors annually), the community is heavily dependent on many commercial uses and employment uses located within the larger urban complex.

As was noted in the introduction to this planning area report, there was a 1974 proposal to incorporate Oceano as a city separate from its neighboring cities. The Local Agency Formation Commission (LAFCO) considered and ultimately denied the request. Since then, the situation does not appear to have become more favorable for Oceano incorporation. The ultimate proper solution appears to be a consolidation of the two neighboring cities with Oceano.

This Land Use Element concurs with the findings and recommendations of the 1974 Oceano Incorporation Study; it does not appear feasible for Oceano to incorporate.

An alternative to Oceano being annexed by either Grover Beach or Arroyo Grande was the recently-created Oceano Community Services District, recently approved by LAFCO and a vote of the community. The district allows Oceano residents a more direct voice in community affairs and allows Oceano to retain its own identity, at least until a decision can be reached on the future of the larger urban area. The community service district boundary includes all of the area within the urban reserve line and includes two additional low density recreational areas and the Halcyon Agricultural Preserve at the corner of Highway 1 and Halcyon Road. The urban services line is coterminous with the Oceano urban reserve line and full urban services should be provided as the community grows.

Residential Single Family

The residential areas of Oceano are a mixture of existing small lots and larger un-subdivided parcels. The main portion of town, east of Highway 1, was subdivided many years ago into lots of 3,500 square feet, but most have since been combined into multiple ownership patterns to create new housing areas in the community. The remaining un-subdivided properties around the community should be developed using full subdivision standards.

The Casitas Street area (Tract No. 12) bounded by Highway 1, 26th Street, Halcyon and Tierra Nueva Lane, has larger parcels that take on more of a suburban character where the parcels are nearing one acre in size. Many of the properties are developed with homesites that include corrals and stables for the keeping of horses and small animals. (Amended 1982, Ord. 2106)

Continued attention needs to be given to upgrading and improving the existing developed areas. There are still instances of junk accumulation and litter around many properties that detract from the overall community appearance. The appearance can also be improved by upgrading local streets with adequate paving and the installation of curbs, gutters and sidewalks.

The religious community of Halcyon is included within the Oceano urban reserve line, including lands designated Agriculture under preserve contract. A maximum of 36 dwelling units could be constructed in Halcyon. If the property is developed every effort should be made to retain the trees that give the area its secluded character.

Agriculture

Only the Halcyon property is covered by this land use category. The property is under an agricultural preserve contract and is expected to remain for many years.

Residential Multi-Family

Higher residential densities are proposed for two sections of the community. The first is the area lying east and north of Highway 1. It contains deteriorating housing and as these structures become obsolete they should be replaced with family units. Multiple units should be held to a minimum so as to not hinder traffic movements. The multiple family proposed along the east side of 22nd Street and the north side of Highway 1 will provide a buffer to adjacent single family areas. However, future project approvals for multiple family units must include adequate screening, fencing, landscaping and lighting controls so as to not adversely effect the neighboring single family areas.

Since there is not an area in the community designated for office and professional uses, it is expected that these uses will be integrated into the multiple family area. They should be located close to the downtown retail commercial area, rather than at the periphery adjacent to single family residential areas.

The second area proposed for multiple family uses lies south of Highway 1, east of 22nd Street. In recent years this area has been committed to development of mobile home parks and one recreational vehicle park. A planning area standard limits allowable uses to mobile home parks, except that on 1989 Assessor Parcel Number 75-032-05 located near the southwest corner of Highway 1 and Halcyon Road, allowable uses are limited to agricultural uses, one dwelling and accessory uses, churches, membership organization facilities, and other uses. The limitation on uses is intended to minimize potential land use conflicts with intensive agricultural operations in and adjacent to the western portion of this Residential Multi-Family category. In no case, however, should these uses be allowed to expand beyond Arroyo Grande Creek. As future projects develop they should also not adversely effect the creek channel and dike area. Signing should be held to a minimum along the highway frontage and all projects should be thoroughly fenced, screened and landscaped. (Amended 1990, Ord. 2443).

Commercial Retail

Central Business District

The Central Business District (CBD) is located along the east and north side of Highway 1, from 13th Street to 22nd Street. The area is generally in poor physical condition and lacks any identity as a strong commercial core area. Physical problems confronting the CBD include: 1) angular street intersections with Highway 1; 2) small block size that could lead to circulation problems as the area grows; 3) the "strip" or linear configuration that tends to string uses out along Highway 1; 4) poor visual appearance of the CBD due to deteriorating and architecturally dissimilar buildings and inadequate street improvements and maintenance.

The Oceano CBD is expected to remain at a competitive disadvantage when compared to either Grover Beach or Arroyo Grande. However, its stature can be greatly improved by orienting goods and services to meeting the convenience needs of Oceano residents. The recent addition of a larger grocery store at the corner of Highway 1 and 21st Street will begin to meet such needs for nearby residents. As the CBD develops the businesses should be oriented towards Highway 1 with nearby off street parking provided. Emphasis should be on creating an informal shopping area that is accessible by both automobiles and pedestrians.

Commercial Service

Two areas are proposed for Commercial Service uses. The first lies south of Highway 1, east of the railroad. Existing uses include an automotive repair shop, some older housing, some small agricultural plots and vacant land. This should develop into heavier service uses but will need to be upgraded as it develops.

The second Commercial Service area lies west of The Pike/13th Street intersection. This area has recently began developing into a light industrial park type setting. The uses include light manufacturing firms. Adequate street improvements have been installed and the area is expected to further develop with similar uses.

Industrial

Present industrial uses are confined to the area adjacent to the railroad where there are produce packing companies and supporting ice manufacturing, crate assembly and storage and railroad shipping facilities.

Industrial expansion can occur southerly to Arroyo Grande Creek. The area is largely undeveloped, but it is served with water and sewer facilities and is effectively separated from the residential portions of the community. Future uses in this area must not be in conflict with nearby Oceano Airport. Commercial Retail or Commercial Service uses should not be developed within the Industrial designation, as there is no other area in the community that is appropriate for establishing industrial uses.

Recreation

The Recreation category is applied to the existing recreational vehicle park and storage area located between Highway 1 and the railroad. This use needs to be more effectively screened from the highway and the railroad right-of-way. This use should not be further expanded beyond its present limits.

Public Facilities

This land use category is applied to the cemetery located at the southeast corner of The Pike and South Elm Street; Oceano Elementary School; the fire station at the corner of 13th Street and Highway 1; and other public facilities.

As noted previously, the Lucia Mar Unified School District is currently re-evaluating its facilities and future district-wide needs. In the past the district has recommended expanding Oceano Elementary School to a full grammar school. This would allow North Oceano School to be converted to a junior high school. These still appear to be appropriate recommendations.

G. PLANNING AREA LAND USE PROGRAMS

"Programs" are non-mandatory actions or policies recommended by the Land Use Element to achieve community or areawide objectives identified in this area plan. The implementation of each LUE program is the responsibility of the community, through the county or other public agency identified in the program itself. Because programs (some of which include special studies) are recommended actions rather than mandatory requirements, implementation of any program by the county should be based on consideration of community needs and substantial community support for the program and its related cost.

The following programs for the San Luis Bay Planning Area are grouped under the names of communities or rural areas, and then under land use categories or other location headings to identify specific areas where they each apply.

RURAL AREA PROGRAMS

The following programs apply to the portions of the San Luis Bay Planning Area outside of urban and village reserve lines in the land use categories listed.

Areawide

1. **Agricultural Preserves.** The county should continue to encourage owners of eligible lands to participate in the agricultural preserve program.

Rural Lands

2. **Viewshed Protection.** The county should work with property owners toward continuing preservation of natural ridgeline profiles and scenic backdrops through open space agreements, contracts, or other appropriate instruments along the Highway 101 corridor.

ARROYO GRANDE URBAN AREA PROGRAMS

The following programs apply within the city of Arroyo Grande urban reserve line to locations in the land use categories listed.

Communitywide

1. **Annexation - El Camino Real.** The county should encourage annexation of the remaining portions of the unincorporated El Camino Real "island" to the city of Arroyo Grande.
2. **Annexation - Pike and Halcyon.** Lands north of the Pike and east of Halcyon Road should be annexed to the city of Arroyo Grande before development requiring urban services.
3. **Annexation - Valley Road.** Annex the area bounded by Valley Road on the west, the Los Berros Creek diversion channel on the south and old Los Berros Road and the city of Arroyo Grande limits on the northeast to Arroyo Grande. Initiate abandonment of the old Los Berros Road right-of-way.
4. **Land Use Permits - Coordination.** Proposed development between Printz Road and the Arroyo Grande city limits are to be submitted to the city of Arroyo Grande for review and comment, and to coordinate access with adjacent development in Arroyo Grande.

AVILA BEACH URBAN AREA PROGRAMS

The following programs apply within the Avila Beach urban reserve line to locations in the land use categories listed.

Communitywide

1. **Priority for Coastal-Dependent and Coastal-Related Uses.** Priorities and policies of the California Coastal Act and the San Luis Obispo County Local Coastal Plan shall be considered in reference to any development proposal in the Avila Beach Urban Area, which could impact traffic levels on Avila Beach Drive.

[Amended 1994, Ord. 2702]

Recreation

1. **Floodplains.** The County Public Works Department should work with owners of developing properties to acquire protective easements over floodplain areas.
2. **Pacific Coast Light Railway.** The county should assist the railroad operator in acquiring right-of-way to extend the proposed Pacific Coast Light Railway from Avila Valley through Avila Beach. The old Santa Fe School building east of Ontario Road should be incorporated into the proposed railroad facilities development.
3. **Screening.** The county should work with property owners and the state Department of Transportation to initiate a program to landscape and screen existing and proposed recreational uses from view of U.S. 101 and to remove unsightly fill from San Luis Obispo Creek.

GROVER BEACH URBAN AREA PROGRAMS

The following programs apply within the Grover Beach urban reserve line to locations in the land use categories listed.

Communitywide

1. **Annexation.** Properties north of the Pike should be annexed to Grover Beach prior to approval of development requiring urban services.

OCEANO URBAN AREA PROGRAMS

The following programs apply within the Oceano urban reserve line to locations in the land use categories listed.

Communitywide

1. **Street Improvements.** The County Public Works Department should work with property owners and LAFCO to establish assessment districts for the installation of urban street improvements, including curbs, gutters, sidewalks and street trees, in residential areas.
2. **Community Improvement.** The county should work with property owners and community groups to seek grants and other funding sources to assist property owners in making needed improvements to their residences or place of business.

Commercial Retail

3. **Central Business District Plan.** The Planning Department should work with the community and individual property owners to prepare a CBD plan to establish improvement and development standards for the CBD. The plan should include specific criteria and recommended implementation procedures (including any necessary LUE changes) for the following:
 - a. Siting of structures, building materials, signing landscaping, parking and lighting.
 - b. Rehabilitation of existing commercial uses and facades.
 - c. Placement of utilities underground throughout the CBD.

PISMO BEACH URBAN AREA PROGRAMS

The following programs apply within the Pismo Beach urban reserve line to locations in the land use categories listed.

Recreation

1. **Vista Point.** The County Public Works Department should work with the state Department of Transportation and the city of Pismo Beach to develop a scenic over-look or vista point on the upland terrace above the southerly intersection of Mattie Road and Highway 101. On-site structures should be limited to public restrooms, information kiosks and similar uses.

CHAPTER 7: COMBINING DESIGNATIONS AND PROPOSED PUBLIC FACILITIES

A. COMBINING DESIGNATIONS

Combining designations are special overlay land use categories applied in areas of the county with potentially hazardous conditions or special resources, where more detailed project review is needed to avoid or minimize adverse environmental impacts or effects of hazardous conditions on proposed projects. The following areas are subject to special combining designations. In some cases, specific standards have been adopted for an area where a combining designation is applied. These standards are found in Article 9 of the Land Use Ordinance (Section 22.106 - San Luis Bay Inland Planning Area), and apply to development proposals in addition to the standards of Chapter 22.14 of the Land Use Ordinance.

Coastal Terrace of Irish Hills (SRA) - The coastal terrace both north and south of Diablo Canyon, supports a variety of coastal species that differ from other coastal areas. The terrace area north of Diablo Canyon has outstanding scenic value, with volcanic formations.

Indian Knob (SRA) - A very rare flowering shrub, *Eriodictyon Altissimum*, is a local component of chaparral on sandstone. The vegetation should be protected from damage.

Upper Diablo Canyon (SRA) - This area lies in a remote section of the Irish Hills and contains a predominantly mixed evergreen forest. It includes particularly fine stands of oak and there is a waterfall on Diablo Creek that has significant scenic value. Previously constructed roads and transmission lines from the Diablo Canyon Nuclear Plant have damaged this area and further destruction must be prevented.

Hazard Canyon (SRA) - A rare species of manzanita (*Arctostaphylos Morroensis*) occurs between Baywood Park and Hazard Canyon. State acquisition has included much of this area in Montana de Oro State Park.

Coon Creek Bishop Pines (SRA) - This large stand of native Bishop Pines located on the ridge and hillsides on the south side of Coon Creek forms a scenic backdrop in the southerly part of Montana de Oro State Park. As one of the largest conifer forests in the county, the forest has considerable scenic value and should be protected as a natural area. (Amended 1981, Ord. 2089.)

Ruda Ranch, Irish Hills (SRA) - This property contains some of the largest oaks in the county, as well as some manzanitas two feet in diameter and 40 feet high. The area should be retained as a natural area. This site was included in the California Natural Areas Coordinating Council report entitled "Preliminary Inventory of California Natural Areas."

Ontario Ridge (SRA) - This major ridge forms an important scenic backdrop for the coastal area of Avila Beach and Pismo Beach, as well as for Avila Valley. Open space agreements on the slopes should be obtained at the time of development proposals.

Pismo Beach Hillsides (SRA) - The hills and terrace next to the City of Pismo Beach are a sensitive scenic backdrop due to their proximity to the city and their undeveloped character. Petroleum production should locate out of view of areas within the city and Highway 101. Where technically feasible, production facilities should be located behind this range of hills. Locations for production facilities should only be allowed where they would either be substantially screened from view by existing topography or be bermed and landscaped from view within consolidated locations below the 200 foot contour elevation. (Amended 1985, Ord. 2215)

Marre House (c. 1932) (H) - This white stucco hacienda is of Spanish Revival architecture. It was the center of the large Rancho San Miguelito and sits on a hilltop overlooking San Luis Bay.

Diablo Canyon Nuclear Power Plant (EX) - This designation includes the location of the power plant and the surrounding buffer area of the Pacific Gas and Electric Company lease site. The operations should not be expanded beyond the present property nor should future development of adjacent lands encroach into this area so as to hinder the operating capabilities of the plant.

Price Canyon/Ormonde Road Oilfield (EX) - This designation includes those areas shown as Rural Lands. These operations should not be expanded into adjacent land use categories or existing operations intensified without full review through a public hearing process. The scenic value of Price Canyon should also be protected as an entry to the city of Pismo Beach.

Irish Hills, Indian Knob, Portions of Squire Canyon, Pismo Beach Hillside, Price Canyon, and Other Hillside in the Vicinity of Montana de Oro (GSA) - This designation include those lands having moderately high or high landslide risk potential, as identified in the Seismic Safety Element of the general plan.

San Luis Obispo, See Canyon, Pismo, Upper Arroyo Grande Los Berros Creeks (FH) - These drainage courses should be maintained in their natural state and native vegetation and habitats retained.

Oceano County Airport (AR) - The airport and its environs are under the jurisdictions of two separate series of regulations and accompanying review processes: The Federal Aviation Administration Part 77 regulations which, in part, address hazardous interference with air traffic by the height of buildings and structures, and electronic emissions which could impede aircraft communications and navigation; and the 1976 Oceano County Airport Land Use Plan, which defines compatible land uses and performance standards for six specific "zones" around the airport. The boundaries of those overlapping regulatory areas are shown in the Land Use Ordinance Chapter 22.106, and together they describe the total area of the Airport Review combining designation.

Coffee T. Rice House (H) - This home was built in 1866 and is a fine example of Victorian Revival Architecture. It is in need of considerable repair and is now surrounded by a mobilehome park. In the future, efforts should be made to restore some of the grounds around the house and to properly restore the building as a local tourist attraction.

Southern Pacific Railroad Depot (H) - This old railroad depot has been moved from its original location to a site adjacent to the railroad north of the intersection of Front and 13th streets. The structure is being renovated for use as a community building and museum.

Temple of The People, Halcyon (H) - This is a religious structure built in 1903 by an utopian religious group. The building is three-sided and curvilinear and the shape is a combination of a heart and a triangle. The architecture represents the group's belief - everything is symbolic. The architecture is reminiscent of the early Greco-Roman style.

Price Adobe (H) - The Price Adobe lies just beyond the Pismo Beach city limits, east of the Southern Pacific Railroad. The adobe has been badly neglected and is deteriorating. One wall of the structure has already collapsed. Every effort should be made to protect the structure and initiate a restoration project as soon as possible.

Avila Valley Historic Site (H) - This is a recorded historic and archaeological site (CA-SLO-802). It contains the remnants of an historical building with scattered artifacts i.e., tile, bottles and crockery. This knoll also shows signs of earlier aboriginal occupation. An archaeological and historical site easement was granted the county for this .59 acre site. (Amended 1981, Ord. 2075)

B. PROPOSED PUBLIC FACILITIES

Only public facilities directly affecting land use that are publicly managed are considered. Needs for public facilities in the planning area are identified by various public agencies.

Development guidelines for proposed public facilities are found in Framework for Planning (Part I of the Land Use Element).

Avila Urban Area

Public Safety Facility Station - A permanent facility should be constructed on San Luis Bay Drive on the parcel reserved for such use in Tract 699. The facility would serve the recently-formed Avila Valley Volunteer Fire Company.

Oceano Urban Area

Neighborhood Park - A neighborhood park site should be reserved in the easterly portion of the community, to meet the needs of area residents. Future facilities might include a youth recreation center, a senior citizens center, and a public swimming pool.

C. COMBINING DESIGNATION AND PROPOSED PUBLIC FACILITY PROGRAMS

"Programs" are non-mandatory specific actions or policies recommended by the Land Use Element to achieve community or areawide objectives identified in this area plan. The implementation each LUE program is the responsibility of the community, through itself. Because programs (some of which include special studies) are recommended actions rather than mandatory requirements, implementation of any program should be based on consideration of community needs and substantial community support for the program and its related cost.

The following programs for the San Luis Bay Planning Area are grouped under the names of communities or rural areas, and then under combining designations or other location headings to identify specific areas where they each apply.

Flood Hazard Areas (FH)

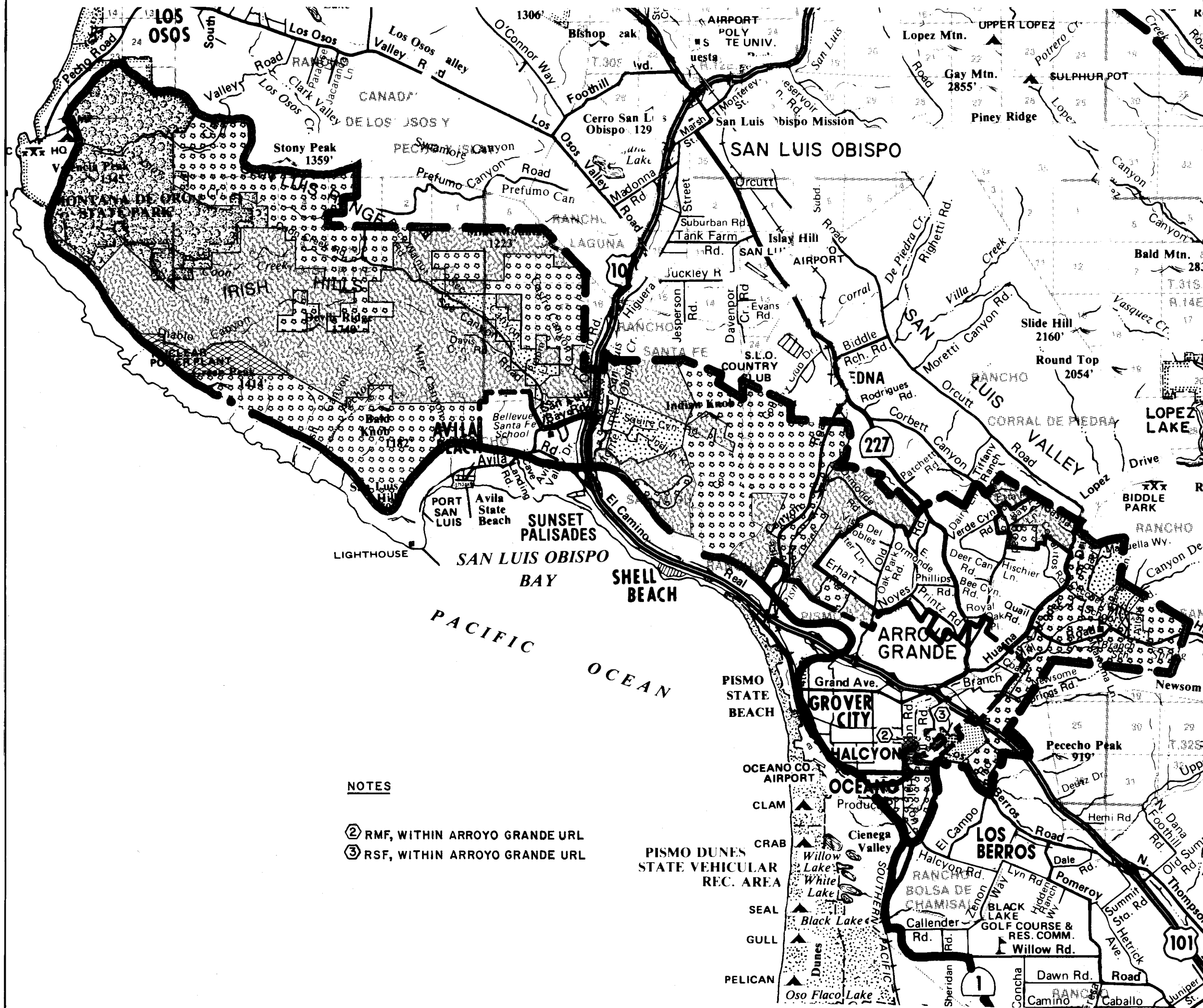
1. **Channel Maintenance Programs.** The county Flood Control District should undertake channel maintenance programs for San Luis Obispo, See Canyon, Pismo, Arroyo Grande and Los Berros Creeks to prevent erosion and preserve stream channels in their natural state. Maintenance should include only that which is required to ensure continued channel capacity.

Public Facilities

3. **Avila Valley Fire Station.** The county should work with area residents to construct a permanent fire station on the dedicated site along San Luis Bay Drive.
4. **East Oceano Neighborhood Park.** The county General Services Department should initiate a site selection study for a neighborhood park to serve residents of the easterly portion of Oceano. Facilities should include a youth/senior citizens' center and a public swimming pool.

Sensitive Resource Areas (SRA)

5. **Coastal Terrace - Public Ownership.** The county should encourage increased state ownership of the north coastal area for possible expansion of Montana de Oro State Park.
6. **Indian Knob - Open Space Preservation.** The county should acquire a scenic or open easement over the area at the time of new development proposals.
7. **Irish Hills Coastal Terrace-Archeological Inventory.** The county should encourage the San Luis Obispo Archaeological Society to study the coastal terrace areas north of Diablo Canyon to more accurately identify the extent of historical sites (in a manner similar to previous studies at Diablo Canyon and the coastal area to the south).
8. **Ruda Ranch.** The county should support state efforts toward public ownership of this property as part of Montana de Oro State Park.



NOTES

- ② RMF, WITHIN ARROYO GRANDE URL
- ③ RSF, WITHIN ARROYO GRANDE URL

LEGEND

LAND USE CATEGORIES

- AGRICULTURE
- RURAL LANDS
- RECREATION
- RESIDENTIAL RURAL
- RESIDENTIAL SUBURBAN
- RESIDENTIAL SINGLE FAMILY
- RESIDENTIAL MULTIPLE FAMILY
- OFFICE & PROFESSIONAL
- COMMERCIAL RETAIL
- COMMERCIAL SERVICE
- INDUSTRIAL
- PUBLIC FACILITIES
- OPEN SPACE

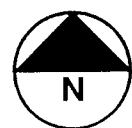
BOUNDARIES

- URBAN RESERVE LINE (URL)
- URBAN SERVICES LINE (USL)
- VILLAGE RESERVE LINE (VRL)
- PLANNING AREA
- CENTRAL BUSINESS DISTRICT

SCALE



NORTH



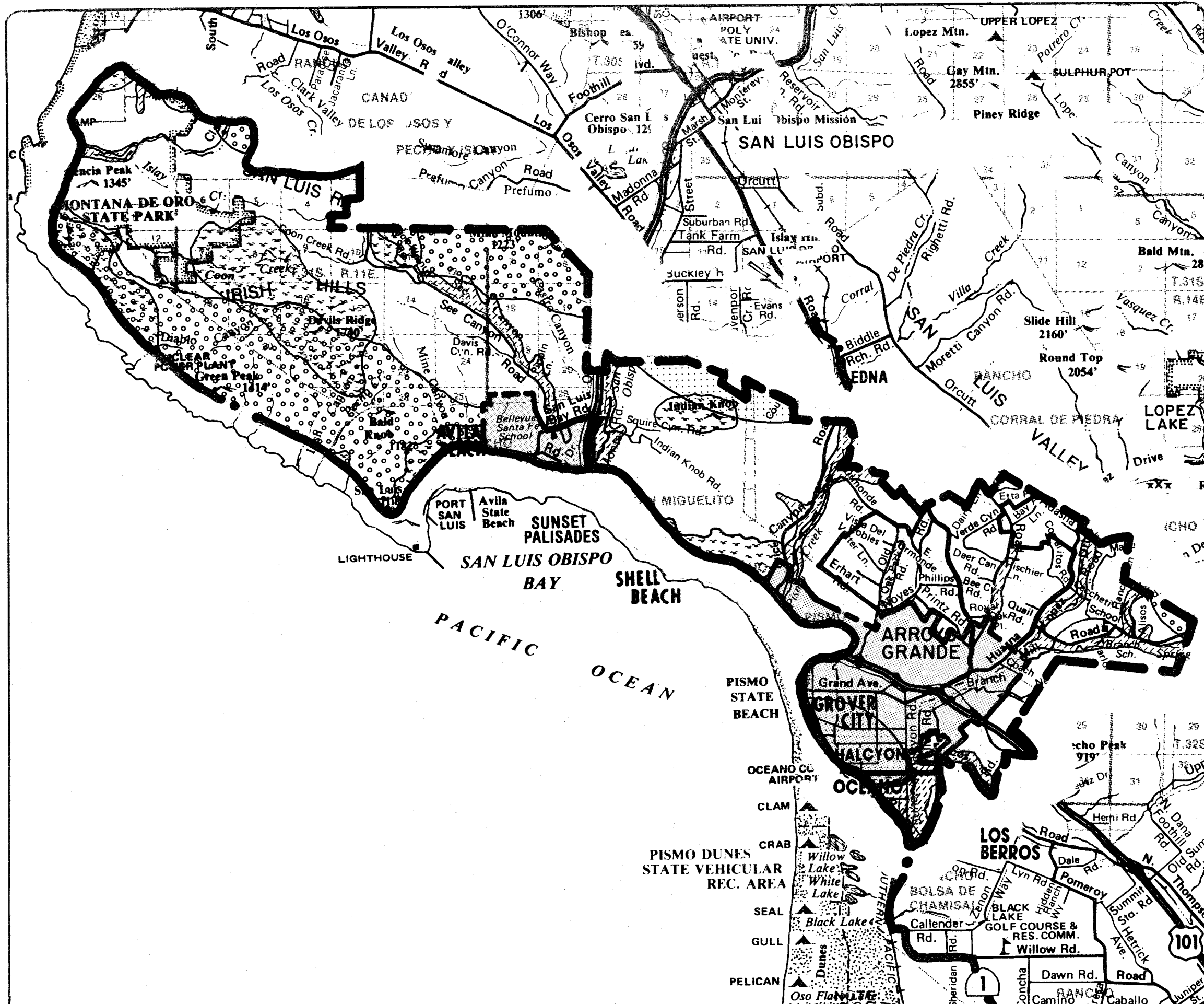
NOTE:

This map is for reference purposes only. Official maps, showing precise property lines and land use category boundaries, are on file in the Planning Department.

SAN LUIS BAY

LAND USE CATEGORIES

San Luis Obispo County Planning Department
Revised:10-23-03



This map is for reference purposes only. Official maps, showing precise property lines and land use category boundaries, are on file in the Planning Department.

LEGEND

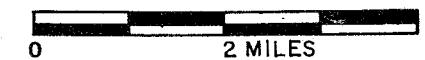
COMBINING DESIGNATIONS

	AR	AIRPORT REVIEW
	ARCH-SEN	ARCHAEOLOGICALLY SENSITIVE AREAS
	GS	GEOLOGIC STUDY AREA
	FH	FLOOD HAZARD
	H	HISTORIC
	EX	ENERGY & EXTRACTIVE AREA
	LCP	LOCAL COASTAL PLAN
	V	VISITOR SERVING AREA
	SRA	SENSITIVE RESOURCE AREA

PROPOSED PUBLIC FACILITIES

	HS	HIGH SCHOOL
	JHS	JR. HIGH SCHOOL
	E	ELEMENTARY SCHOOL
	P	PARK
	PS	POLICE OR PUBLIC SAFETY FACILITY STATION
	WT	WATER TREATMENT FACILITIES
	ST	SEWAGE TREATMENT FACILITIES
	SW	SOLID WASTE FACILITIES
	GF	GOVERNMENT FACILITY
	L	LIBRARY

SCALE



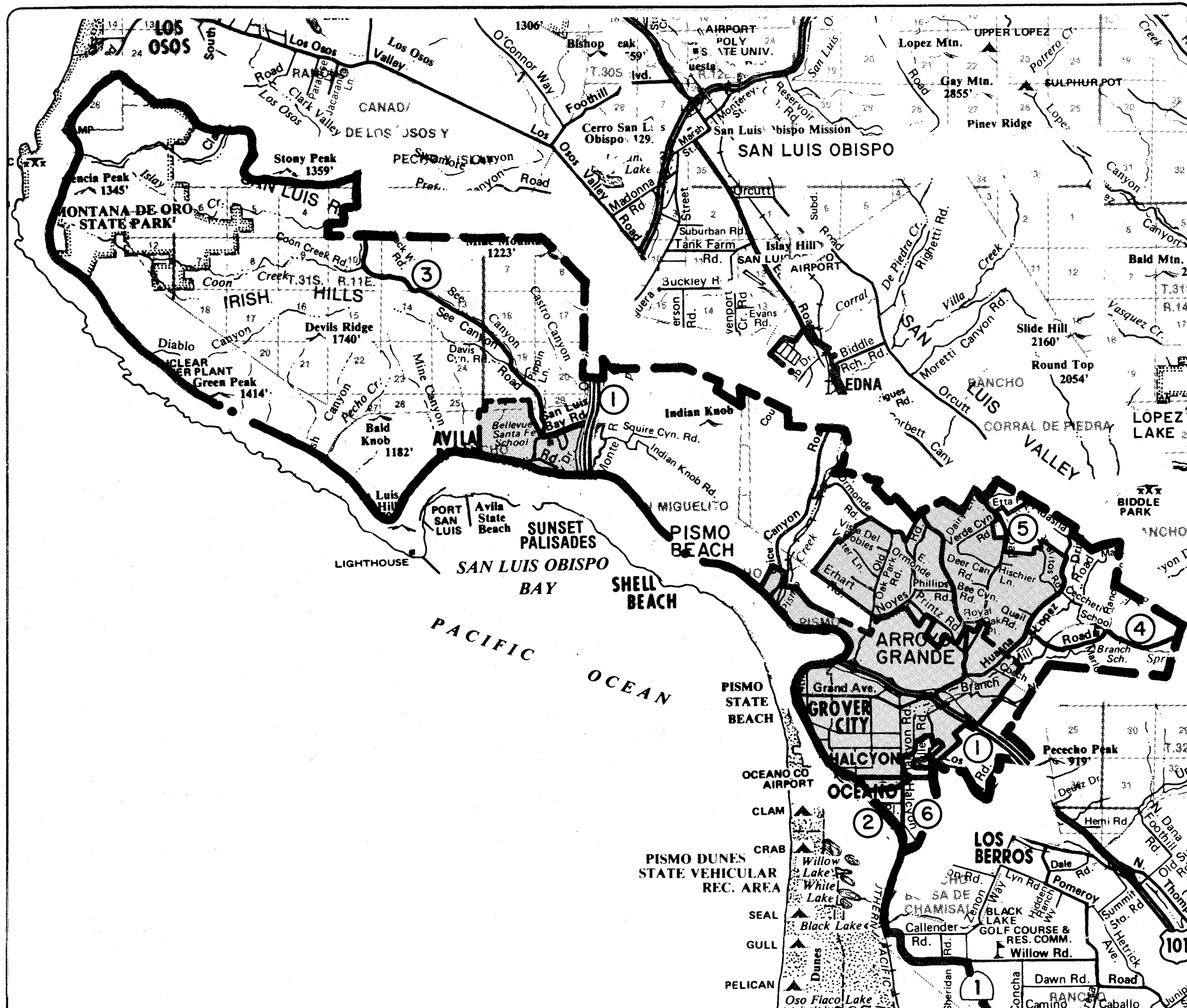
NORTH



SAN LUIS BAY

COMBINING DESIGNATIONS

San Luis Obispo County Planning Department
Revised: 1-7-94



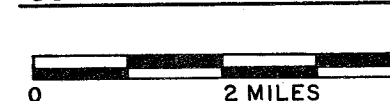
LEGEND

CIRCULATION

EXISTING	PROPOSED	
		PRINCIPAL ARTERIAL
		ARTERIAL
		COLLECTOR
		INTERCHANGE

SCALE

NORTH



NOTE: This Map Represents Official Circulation Information.

PRINCIPAL ARTERIAL

1. HWY. 101

ARTERIALS

2. HWY. 1

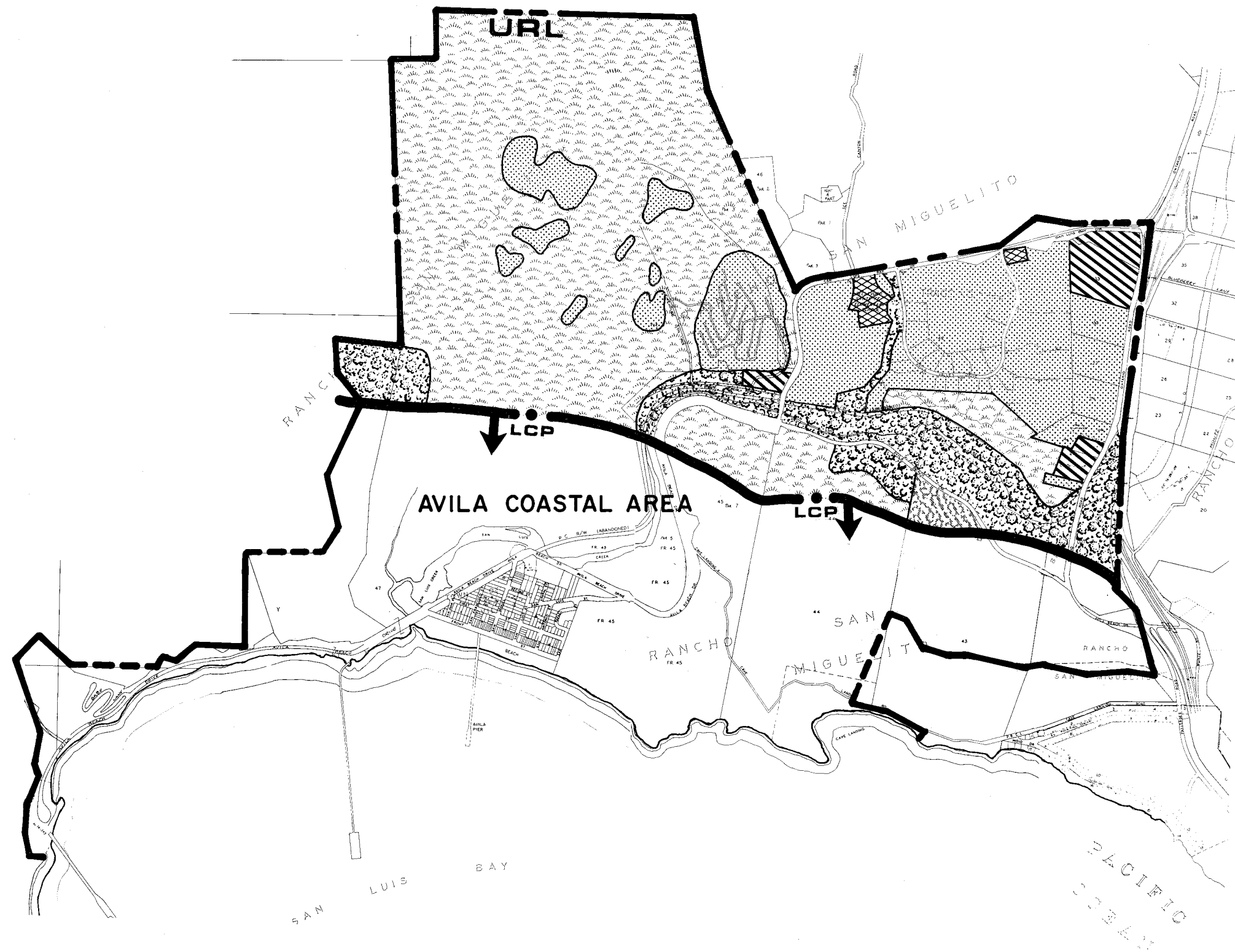
COLLECTORS

3. SEE CANYON RD.
4. HUASNA RD.
5. CORBETT CANYON RD.
6. HALCYON RD.

SAN LUIS BAY

CIRCULATION

San Luis Obispo County Planning Department
Revised: 9-13-90



LEGEND

LAND USE CATEGORIES

	AGRICULTURE
	RURAL LANDS
	RECREATION
	RESIDENTIAL RURAL
	RESIDENTIAL SUBURBAN
	RESIDENTIAL SINGLE FAMILY
	RESIDENTIAL MULTIPLE FAMILY
	OFFICE & PROFESSIONAL
	COMMERCIAL RETAIL
	COMMERCIAL SERVICE
	INDUSTRIAL
	PUBLIC FACILITIES
	OPEN SPACE

BOUNDARIES

	URBAN RESERVE LINE (URL)
	URBAN SERVICES LINE (USL)
	VILLAGE RESERVE LINE (VRL)
	PLANNING AREA
	CENTRAL BUSINESS DISTRICT

SCALE



NORTH



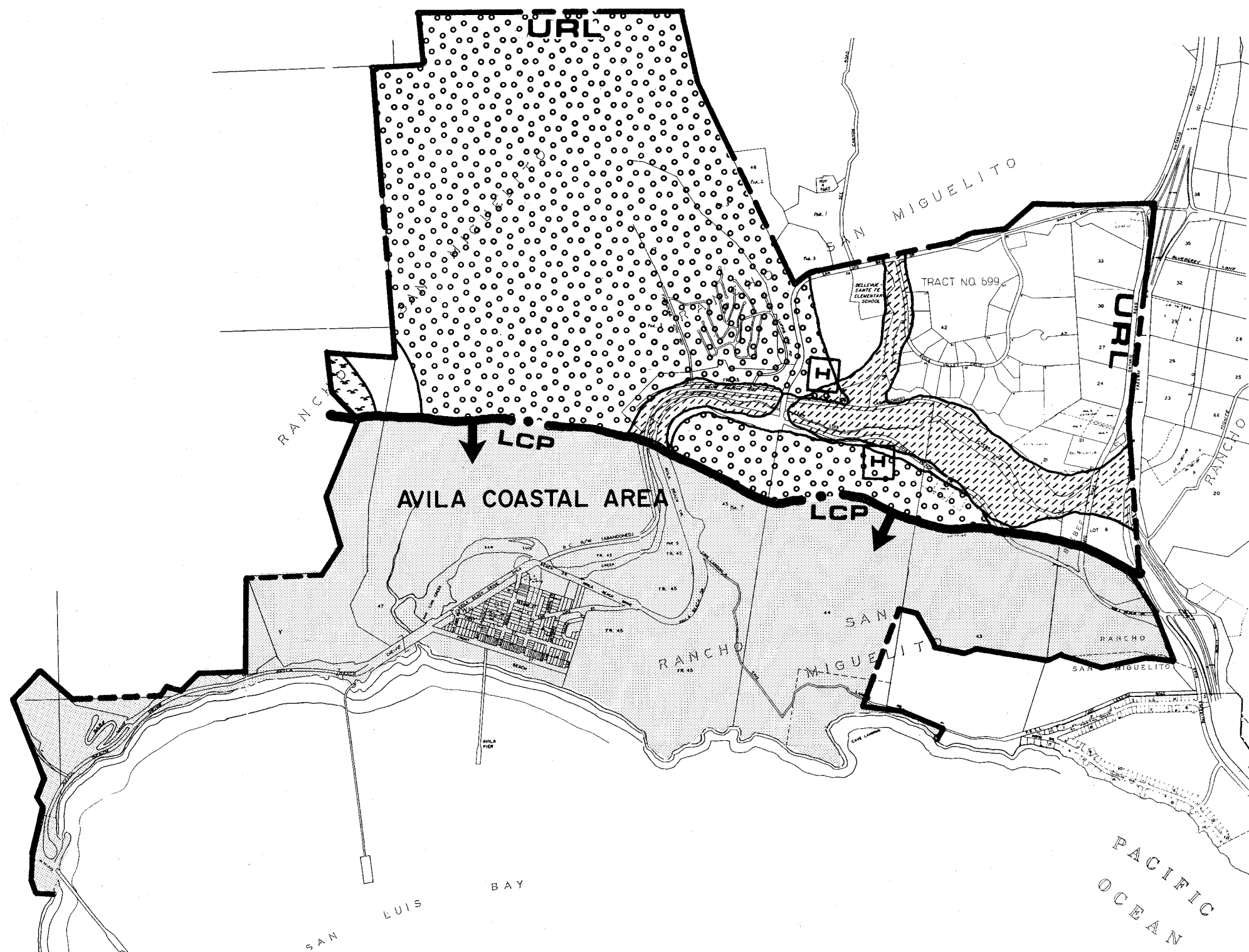
NOTE:

This map is for reference purposes only. Official maps, showing precise property lines and land use category boundaries, are on file in the Planning Department.

AVILA - Inland Area

LAND USE CATEGORIES

San Luis Obispo County Planning Department
Revised: 9-13-90



LEGEND

COMBINING DESIGNATIONS

	AR	AIRPORT REVIEW
	ARCH-SEN	ARCHAEOLOGICALLY SENSITIVE AREAS
	GS	GEOLOGIC STUDY AREA
	FH	FLOOD HAZARD
	H	HISTORIC
	EX	ENERGY & EXTRACTIVE AREA
	LCP	LOCAL COASTAL PLAN
	V	VISITOR SERVING AREA
	SRA	SENSITIVE RESOURCE AREA

PROPOSED PUBLIC FACILITIES

	HS	HIGH SCHOOL
	JHS	JR. HIGH SCHOOL
	E	ELEMENTARY SCHOOL
		PARK
		POLICE OR PUBLIC SAFETY FACILITY STATION
	WT	WATER TREATMENT FACILITIES
	ST	SEWAGE TREATMENT FACILITIES
	SW	SOLID WASTE FACILITIES
	GF	GOVERNMENT FACILITY
	L	LIBRARY

SCALE



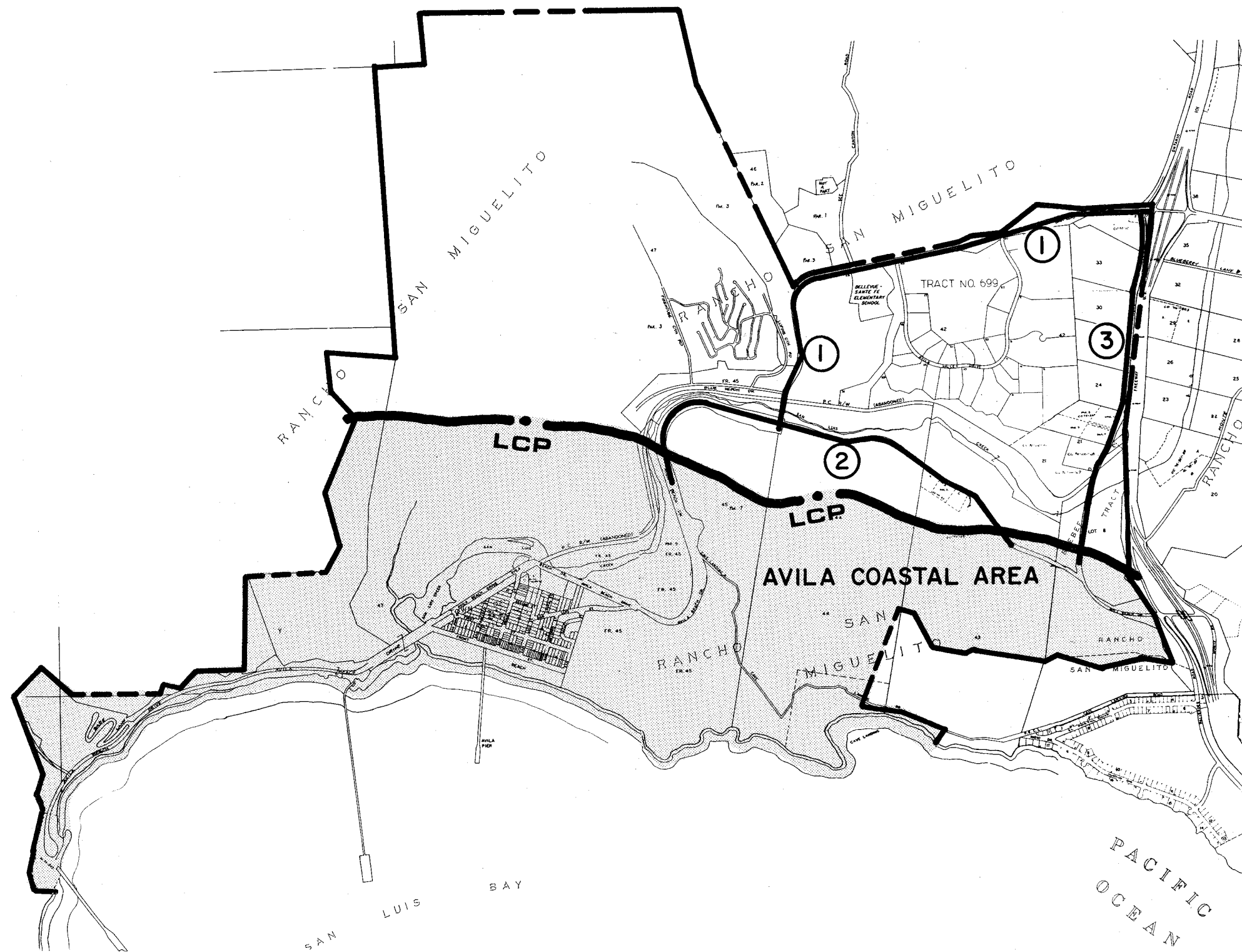
NORTH



AVILA - Inland

COMBINING DESIGNATIONS

San Luis Obispo County Planning Department
Revised: 9-13-90



LEGEND

CIRCULATION

EXISTING PROPOSED

PRINCIPAL ARTERIAL

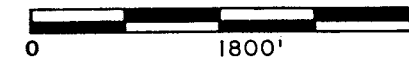
ARTERIAL

COLLECTOR

INTERCHANGE

SCALE

NORTH



COLLECTORS

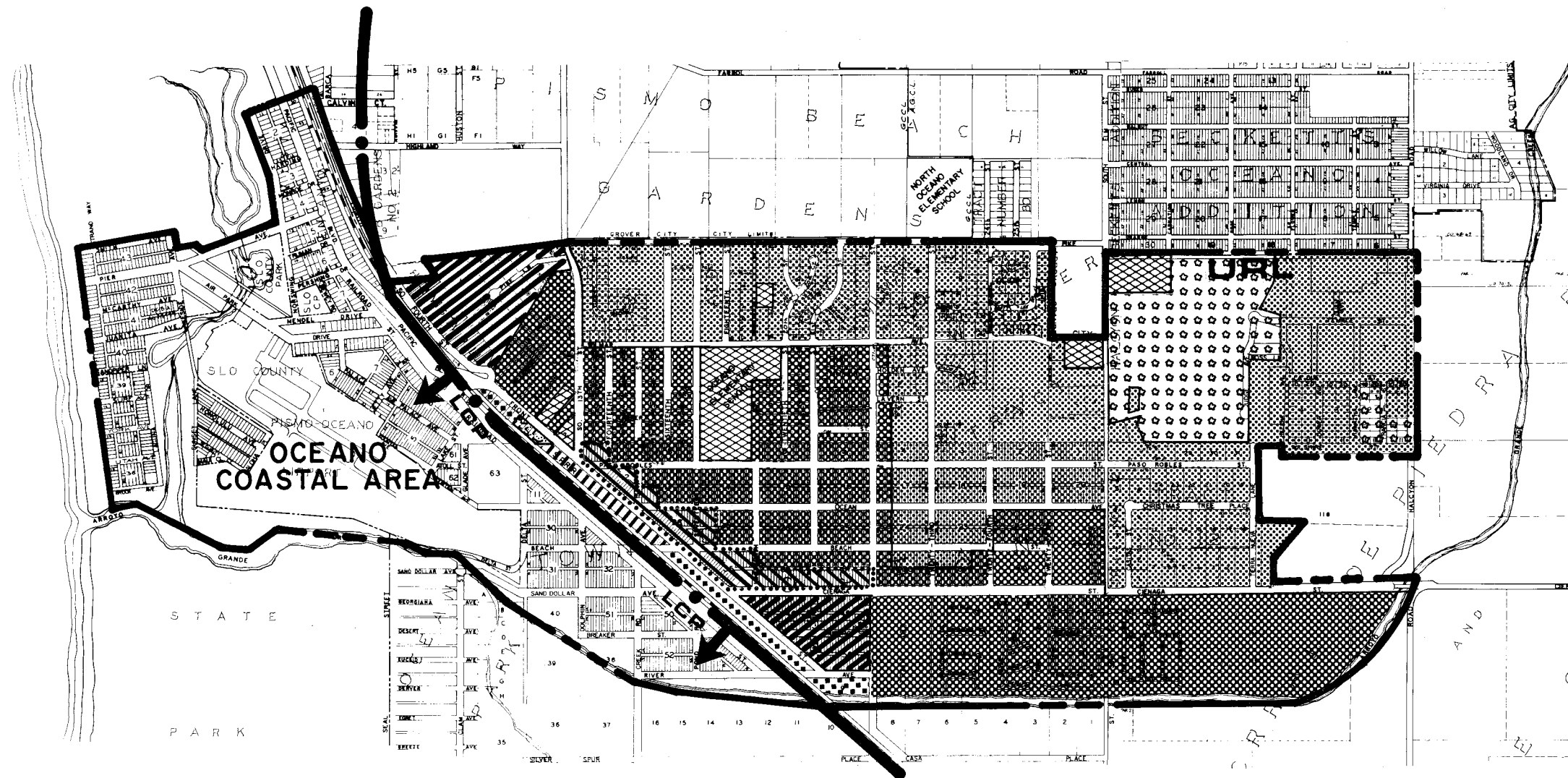
1. SAN LUIS BAY DR.
2. AVILA BEACH DR.
3. ONTARIO RD.

NOTE: This Map Represents Official Circulation Information.

AVILA - Inland Area

CIRCULATION

San Luis Obispo County Planning Department
Revised: 9-13-90



LEGEND

LAND USE CATEGORIES

	AGRICULTURE
	RURAL LANDS
	RECREATION
	RESIDENTIAL RURAL
	RESIDENTIAL SUBURBAN
	RESIDENTIAL SINGLE FAMILY
	RESIDENTIAL MULTIPLE FAMILY
	OFFICE & PROFESSIONAL
	COMMERCIAL RETAIL
	COMMERCIAL SERVICE
	INDUSTRIAL
	PUBLIC FACILITIES
	OPEN SPACE

BOUNDARIES

	URBAN RESERVE LINE (URL)
	URBAN SERVICES LINE (USL)
	VILLAGE RESERVE LINE (VRL)
	PLANNING AREA
	CENTRAL BUSINESS DISTRICT

SCALE



NORTH



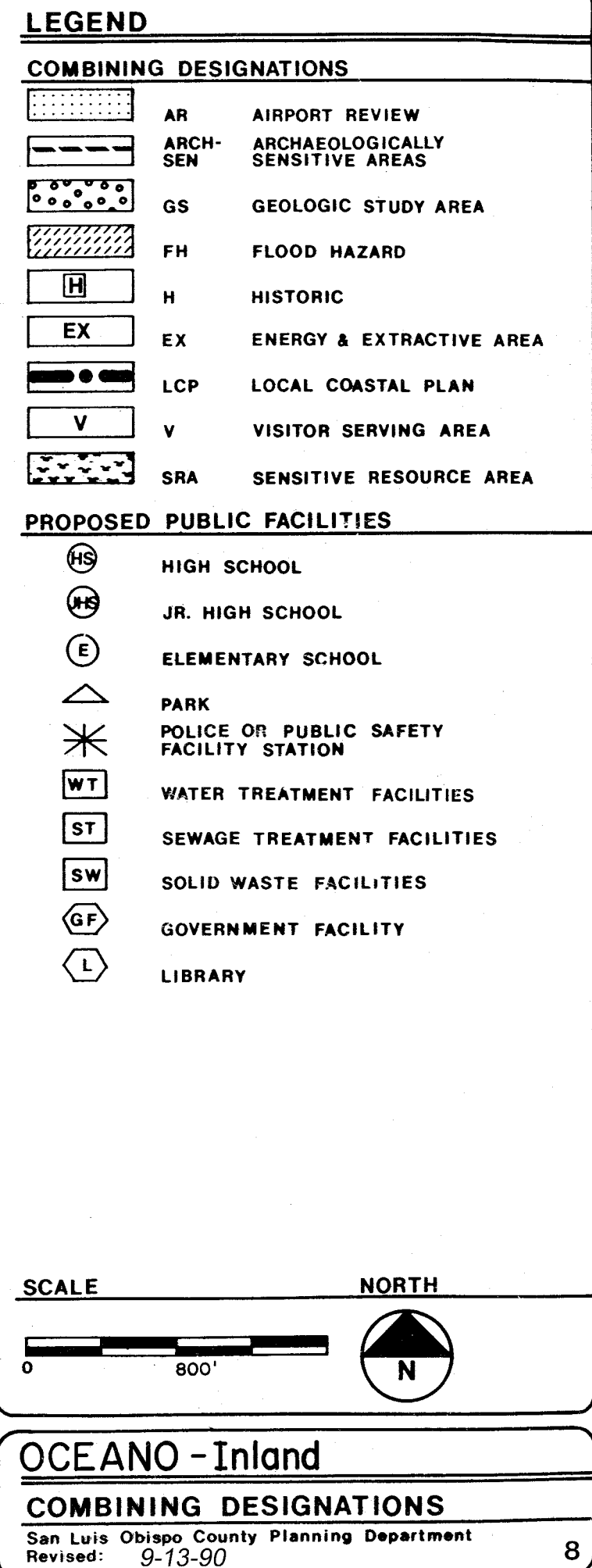
NOTE:

This map is for reference purposes only. Official maps, showing precise property lines and land use category boundaries, are on file in the Planning Department.

OCEANO - Inland Area

LAND USE CATEGORIES

San Luis Obispo County Planning Department
Revised: 5-2-02

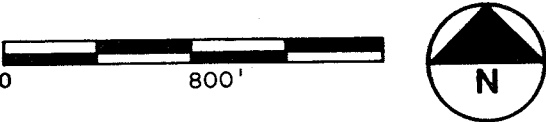


LEGEND

CIRCULATION

EXISTING	PROPOSED	
		PRINCIPAL ARTERIAL
		ARTERIAL
		COLLECTOR
		INTERCHANGE

SCALE NORTH



ARTERIALS

- 1. CIENAGA ST. (HWY. 1)

COLLECTORS

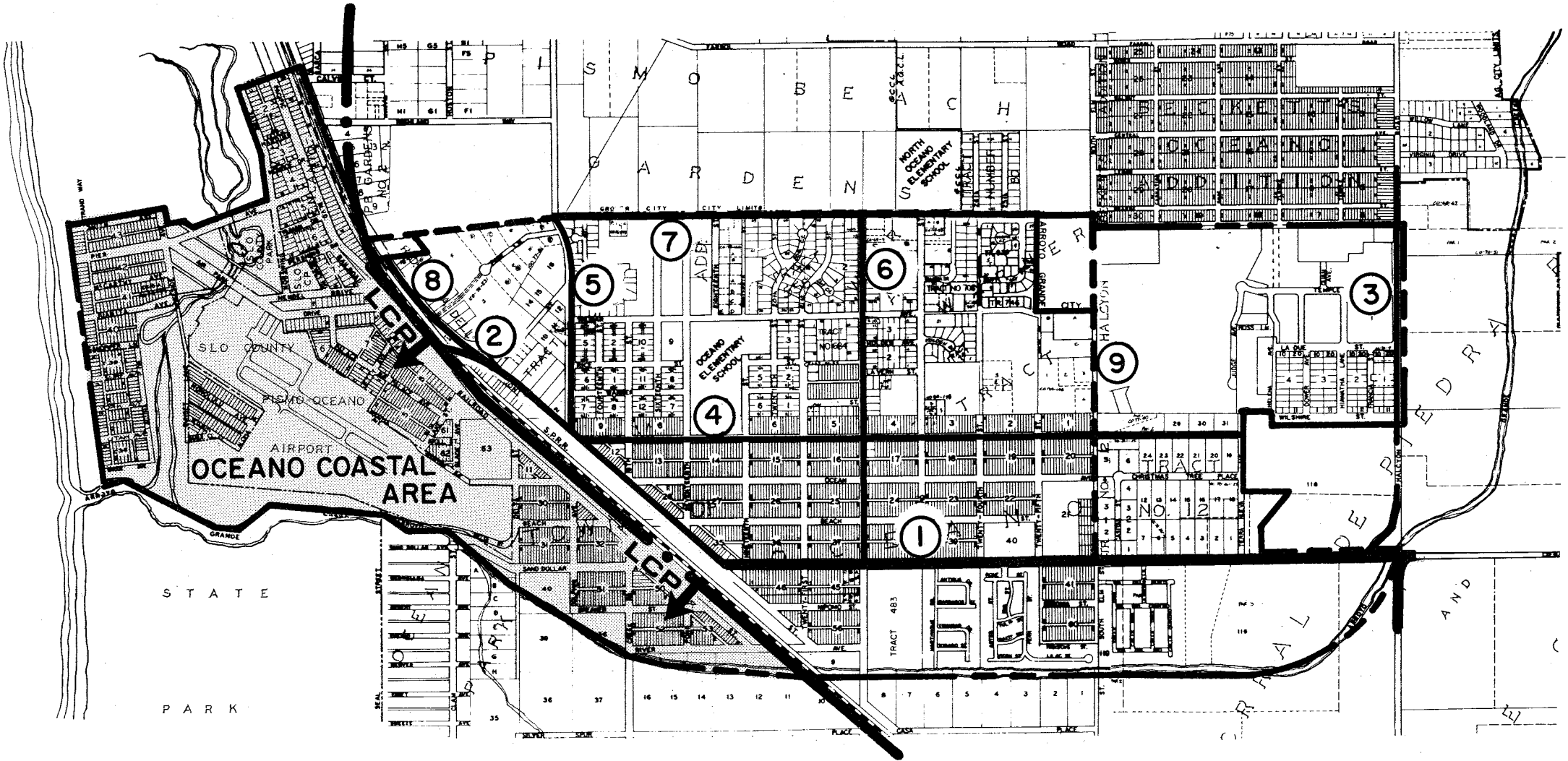
- 2. FRONT ST.
- 3. HALCYON RD.
- 4. PASO ROBLES ST.
- 5. 13TH ST.
- 6. 22ND ST.
- 7. THE PIKE
- 8. SO. FOURTH ST.
- 9. SO. ELMST.

NOTE: This Map Represents Official Circulation Information.

OCEANO - Inland Area

CIRCULATION

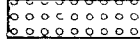


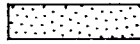








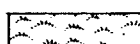
San Luis Obispo County Planning Department
Revised: 9-13-90










LEGEND

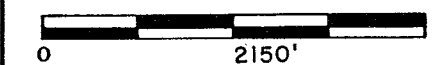
LAND USE CATEGORIES

-  AGRICULTURE
-  RURAL LANDS
-  RECREATION
-  RESIDENTIAL RURAL
-  RESIDENTIAL SUBURBAN
-  RESIDENTIAL SINGLE FAMILY
-  RESIDENTIAL MULTIPLE FAMILY
-  OFFICE & PROFESSIONAL
-  COMMERCIAL RETAIL
-  COMMERCIAL SERVICE
-  INDUSTRIAL
-  PUBLIC FACILITIES
-  OPEN SPACE

BOUNDARIES

-  URBAN RESERVE LINE (URL)
-  URBAN SERVICES LINE (USL)
-  VILLAGE RESERVE LINE (VRL)
-  PLANNING AREA
-  CENTRAL BUSINESS DISTRICT

SCALE



NORTH



NOTE:

This map is for reference purposes only. Official maps, showing precise property lines and land use category boundaries, are on file in the Planning Department.

ARROYO GRANDE FRINGE

LAND USE CATEGORIES

San Luis Obispo County Planning Department
Revised: 1-27-00



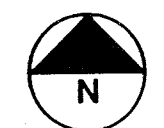
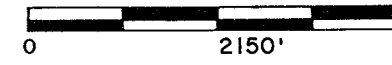
LEGEND

CIRCULATION

EXISTING	PROPOSED	
		PRINCIPAL ARTERIAL
		ARTERIAL
		COLLECTOR
		INTERCHANGE

SCALE

NORTH



ARTERIALS

1. HWY. 227 / CARPENTER CYN. RD.

COLLECTORS

2. CORBETT CYN. RD.
3. OAK PARK RD.
4. ORMANDE RD.
5. NOYES RD.
6. PRINTZ RD.
7. DEER CYN. RD.
8. LOPEZ DR.
9. HUASNA RD.
10. VERDE CYN. RD.
11. HISCHER LN.
12. CHASE RD.
13. STAGECOACH RD.
14. ROYAL OAK PL.
15. PHILLIPS RD.
16. VIA CHULA ROBLES
17. VETTER LN.
18. ERHART RD.

NOTE: This Map Represents Official Circulation Information.

ARROYO GRANDE FRINGE

CIRCULATION

San Luis Obispo County Planning Department
Revised: 9-13-90